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JOHN T. PRINCE,
IMPORTER AND DEALER IN
FOREIGN AND DOMESTIC
STATIONERY,
AND MANUFACTURER OF
MERCANTILE BLANK ACCOUNT BOOKS,
No. 112 *STATE STREET,*
BOSTON.

Light & Bound N P Gray Master A D 1855

Monday the 15 of October A D 1855
the first part of these

24 hours light winds from N and clear
steering ships E S E under all sail saw
a number of sailes the middle part
light winds from different Points most part
of the time ships standing E S E under all
sail the latter part pleasent winds from
N W and clear steering ships the same

Lat 37 = 34
Long 69 = 44

Tuesday the 16 Of October A D 1855
the first part of these

24 hours fresh winds from N W & and cloudy
steering ships E S E under all sail employed
in sending aloft main sail yard and
fore top mast standing sailes Down the middle
and latter Strong winds from N W & and N W
& W & and squaley with rain steering ships
E S E At 8 P M took in the Top Gall sailes
At 4 P M double reef top sailes

Wensday the 17 of October A D 1855
the first part of these

24 hours strong winds from N W & and N W & W
steering ships E S E under double reef top sails
At 1 P M handed the main sail At 3 P M
took in the jibb and last reef for top
sail the middle and latter part fresh
Gales from N W clear steering ships E S E
At 7 P M turned reefs out of the top sailes
At 2 A M set top Gall sailes

Thursday the 18 of October A D 1855
the first part of these

24 hours strong winds from N W clear steering
ships E S E under all sail employed in ships
duty the middle and latter part fresh
winds from N W clear steering ships the
same under all sail employed in
fitting the Boats

Lat 35-15
Long 58-16

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Sunday the 19 of October A D 1855

the first past of these
24 hours pleasant breze from N W and N W

B N steering ship S S E under all sail
imploid in ships duty the middle and
latter part the same under all sail
imploid in fiting the Boats

Lat 34 – 48
Long 56 – 26

Saturday the 20 of October A D 1855

the first past of these
24 hours light winds from N W to S E
and clear steering ships S S E under
all sail the middle and latter part
light winds from S E and squaley
steering ships S S E under all sail
imploid in fiting irons

Lat 34 – 18
Long 54 – 27

Sunday the 21 of October A D 1855
the first past of these
24 hours light winds from E N E
ships clost hauld heading S E under
all sail at 8 P M ships heading S S E
under all sail the middle and latter
part fresh winds from E B S and E S E
ships on diferent tacks working to the
Eastward under all sail

Lat 34 – 28
Long

Monday the 22 of October A D 1855
the first past of these
24 hours fresh winds from S E and
clear ships clost hauled heading N E –
– E E under all sail at 3 P M lowerd the
Boats for Black fish with no succes
the middle and latter part strong
winds from S E and S E B E ships clos
hauled with bin starboard tides a
board ships under top sailes

Lat 35 – 52
Long 52 – 40

Tuesday the 23 of October A D 1855
the first part of these

24 hours light winds from S & clear
steering ships on the wind with the
the Starboard tack a Board imploid
in ships duty the middle and latter
part pleasent breezes from S & and
clear ships clost hauld heading E & N
at 7 P M took in the light sailes
at 7 A M set them again imploid
pumping ships and seting up the rigging
Started the pumpes again at 6 A M set
them againg untill we saick the ships
Lat 37-00
Long 50-47

Wensday the 24 of October A D 1855
the first part of these

24 hours light winds from S & and
clear steering ships on the wind
with sail Starboard tack aboard imploid
in St seting up mizen rigging the middle
and latter part light airs from S S E
and clear ship clost hauld heading East
under all sail imploid in seting up
rigging
Lat 37-58
Long 49-00

Thursday the 25 of October A D 1855
the first part of these
24 hours light airs from S S E and clear
ship clost hauld heading Eastward
under all sail at 6 P M lowerd the
Boats to try the Cours the middle and
latter part light winds from E the
Eastward clear ship clost hauld heading
South under all sail imploid in
imploid in Braking out two sailes
steering to the westward under all sail

Lat 37-14
Long 48-53

Remarkes On Board Ship Champion of N B

Friday the 26th of October A D 1855
the first part of theas

24 hours light winds from East and clear Steering ships on the wind with his starboard tacks aboard the middle and latter part fresh winds from E B S clear ships on the Southern tack

Lat 36=02
Long 48=17

Saturday the 27 of October A D 1855
the first part of thease

24 hours strong winds from E S E and clear ships under top sailes close hauld heading to the Southard The middle and latter parts strong winds from S E B E and squaley ships on the northern tack imploid in drawing sopo yarnes

Lat 87=15
Long 44-33

Sunday the 28 of October A D 1855
the first part of thease

24 hours strong winds from S E and with posing clouds ships on the Eastern tacks under top sailes at 4 P m double reef for and main top sail ships taking 2000 strokes in 24 hours the middle and latter part strong winds from S S E and squaley ships under double reef top sailes

Long 46=04
Lat 87=25

Monday the 29 of October A D 1855
the first part of thease

24 hours strong winds from S S E and squaley ships on the Eastern tacks under double reef top sailes the middle and latter part strong winds from S and clear steering ships S S E under double reef top sailes at 5 A m turned the reef out of the top sailes at 8 A m more moderet at top gan sailes imploid in ships duty

Bright & Bound N.P. Gray Master A.D. 1855

Tuesday the 30 of October A.D. 1855
the first past of these

24 hours strong winds from S.S.W. and seas steering ships E.S.E. under all sail At 6 P.M. sot for top mast studing sail the middle and latter part fresh winds the same with the same some passing clouds steering the same

Lat 38=00
Long 39=50

Wensday the 31 of October A.D. 1855
the first past of these

24 hours fresh winds from S.W. with pasing clouds steering ships E.S.E. under all sail imployd in sheathing the deck got his top Gall studing sail Boomes aloft sot top Gall studing sailes the middle and latter part fresh winds from W.S.W. and N.E. steering ships E.S.E. under all sail imployd in making spunn yarn and sheathing decks

Lat 37=10
Long 37=14

Thursday the 1 of Nov A.D. 1855
the first part of these

24 hours fresh winds from N.E. and E.N.E. ships on the Eastern tack under all sail saw two sailes steering to the N.W. the middle and latter part light winds from N.E. and E. ships under all sail on the Eastern tack imployd Boling of spunn yarn [illegible] [illegible] [illegible]

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Remarks on Board Ship Champion of NB

Friday the 2 of Nov A D 1855
the first part of these

24 hours fresh breezes from NE & ENE and clear
ship on the Eastern tack At 4 P M
lowered the Boats for Sperm whales
with no success it being dark about
the time the whales came up after the
boats got down in water the middle
and latter part strong winds from
North and At 8 middle part ship under
easy sail lying about most part of
the night the latter part steering ship
under double reef top sailes saw a large
ship under our lee at noon out of
sight astern

Lat 36=35
Long 33=53

Saturday the 3 of Nov A D 1855
the first part of these

24 hours strong winds from NE & N
with passing clouds steering ship
E & E under top sailes the middle and
latter part strong winds from NE & N
and squally steering the same under
top sailes At 10 A M shot top Gall sailes
employed in knitting of sperm yarn
same time sailes on steering for the west

Lat 36=10
Long 30=50

Sunday the 4 of Nov A D 1855
the first part of these

24 hours fresh winds from NE & E & ENE and
squally steering ship E & E under all sail
employed in ship duty the middle and
latter part strong winds from N and
squally steering ship SE and E & E under
all sail little or nothing doing aboard
with same main

Ships Edward & Mary Notes of D 1855

Monday the 5th of Nov AD 1855
the first part of these

24 hours strong winds from North and
NNW steering ship E. under all sail
at 4 PM wind hauled to the west
and squaley steering ship W. in the
middle and latter part strong winds
from South and SSW with rain
ships under double reef top sailes
at 8 PM tack to the South under
all sail as one sail employed in ships
duty

Lat 34=35
Long 28=12

Tuesday 6th of Nov AD 1855

the first part of these

24 hours fresh breezes from SE and clear
ship on the Southern tack under
all sail as one sail steering to the
SW under all sail the middle and
latter part fresh winds from SE and
ESE with passing rain squales ships
on the southern tack under all sail
at 3 PM spoke the ship Gussy for Liverpool
Bound to Port Phillip for Settlers

Lat 32, =20
Long got=non

Wednesday the 7 of Nov AD 1855
the first part of these

24 hours strong winds from the East and
squaley ships on the southern tack
under all sail at 2 PM saw Whale
sheay was going so quick could not make
out what it was saw a number of sailes
the middle and latter part light
winds from East squaley ships on the
southern tack employed in ships duty
saw quite a number of sailes most of
them steering to the west under
all sail

Lat 31=38
Long 28=42

Remarks On Board Ship Champion of Hull

Wednesday the 9th of Nov 1853
the first part of these

24 hours light breezes from S by E and steering ship S by E under all sail for a number of miles steering to the westward all the middle and latter part light winds from S by E and the ship steering S by E under all sail employed in taking down the top masts Back days
Lat 20=12
Long 22=51

Thursday the 10th of Nov 1853
the first part of these

24 hours light winds from S by E and steering ship S by E under all sail employed in ship duty the middle and latter part light airs from S by E clear steering the same under all sail
Lat 28=31
Long 21=51

Saturday the 12th of Nov 1853
the first part of these

24 hours light winds from S by E clear steering ship S by E under all sail employed in steering about the rigging in a sail the middle and latter part light winds from E by S clear steering ship S by E under all sail employed in painting the ship
Lat 27=00
Long 21=03

Sunday the 13th of Nov 1853
the first part of these

24 hours light winds from E by S steering ship S by E under all sail the middle and latter part light airs with fine weather steering ship S by E under all sail standing Gales low [illegible] left nothing seen aboard ship one [illegible] clear of distinct
Lat 24=00
Long 22=10

Light & Round of Gray & Clouds &c 1855

Monday 12th of Nov A D 1855

the first part of these
24 hours light winds from East & thick
Rainy Stormy & Dirty all sail
employed in ship work & middle
and latter part the same with
heaving the ship to Stowing ship
the same under all sail employed in
ships duty

Lat 25 = 58
Long 21 = 28

Thursday the 13th of Nov A D 1855

the first part of these
24 hours light winds from NE & ENE
ship standing under all sail the middle and
latter part the same with a heavy
head sea & rain at times at 4 P M
got fast and took him in the ship

Lat 23 = 30
Long 22 = 37

Friday 14th of Nov A D 1855

The first part of these
24 hours light winds from NE with
fair weather squalls steering ship
under all sails employed in
heaving a Black fish one man sick
the middle and latter
part light winds from the same
steering the same under all sail employed
in ships duty

Lat 22 = 41
Long 21 = 60

Saturday the 15th of Nov A D 1855

The first part of these
24 hours light winds from the Northward
& Eastward steering ship under all
standing sails Black and a half one man
off duty sick the middle and latter
part light winds from all these
steering ship under all sail
employed in heaving out Black fish at
one man off duty sick

Lat 20 = 44
Long 22 = 07

Remarks on Board the Champion of L.

Friday the 16th of Nov AD 1855
the first parts of these
24 hours Strong winds from E to E by S
Steering ships SW under all sail
with the middle and latter parts
more moderate and clear
Lat 18-40
Long 24-52

Saturday 17th of Nov AD 1855
the first parts of these
24 hours light winds from E to E by S
Steering ships SW under all sail
with the middle and latter parts
Lat 17-15 S
Long 25-15 D
Strong winds from E by S and
ESE Steering ships SW and
at day light saw land the Island of Bona
Ventura bore S by E distant about
8 miles Steering along shore
under all sail at 6 PM
Lat 16-03
Long 25-24

Sunday the 18th of Nov AD 1855
the first part of these
24 hours ships winds from E by S
Steering ships SSE under all sail
with the middle and latter parts
Lat 15-00
Long 24-38

Monday the 19th of Nov AD 1855
the first part of these
24 hours ships winds from E by S and
ESE Steering ships SE under all sail
with the middle and latter parts
Lat 13-55
Long 24-38
Steering ships SE under all sail
with the middle and latter parts
Lat 12-00
Long 25-2?

Wednesday 20th of June A D 1855
Thursday 21st of the A D 1855
the first part of these
24 hours light winds from E by S & S E
steering ship under all sail employed in
and latter part strong winds from E by S
passing clouds steering ship the same
under all sail saw two sailes steering to
sailes steering to the south under all sail
employed in ship duty with emptied in hoisting
down the rigging Lat 9=20
Long 22=15

Saturday 21st of June A D 1855
the first part of these
24 hours light winds from E by S steering
ship S E by S under all sail employed in
clewing the rigging & in sail steering to
the south the middle and latter part light
light winds from the east with passing clouds
steering ship E and E by S under all sail
employed in ships duty Lat 7=38
Long 21=54

Thursday 22nd of June A D 1855
the first part of these
24 hours light winds from the East with
passing clouds steering ship S E by E under
all sail at 2 P M hoisted the boats in
the rest with us during the middle
and latter part light winds and
calm with passing rain squalls steering
ship S with and sail employed at
ships use many duty Lat 5 —

Friday 23d of June A D 1855
the first part of these
24 hours light airs and calm with passing
rain squalls ship under all sail & the
sailes steering to the South middle
and latter part the same so three sailes
steering to the south under all sail
employed in ship duty Lat 3=25
Long 20=40

Remarks on Board Ship Champion of L.D.

Saturday the 24 of Nov A D 1855
the first part of these
24 hours light airs and calms steering
ships to the South under all sail employed
in ship duty the middle and latter part
light winds and cloudy with rain and
a number of sailes. Lat 6=08
Long 20=52

Sunday the 25 of Nov A D 1855
the first part of these
24 hours light winds from N and N.E. passing
clouds of rain the middle all sail
a working him to South under all sail
middle and latter part winds from
the south clear ships on different tasks
and working him to the south
at 8 A.M. saw the boats for shark
fish one struck Lat 5=59
Long 21=14

Monday the 26 of Nov A D 1855
the first part of these
24 hours light airs from South and ships
on the watch tack under all sail
the middle and latter part the same
ships on different tasks working to the
South the men employed in ships
duty one man off duty sick. Lat 5=20
Long 20=31

Thursday the 27 of Nov A D 1855
the first part of these
24 hours light airs & calm ships under all
sail standing to the south the middle and
latter part rain at 8 A.M. saw sharks boats the
the Boats the L.D struck one and
saved another the back them to the ships
the L D struck and saved him the
W D struck and took him to the ships
the same time it rained so hard that we
could not see the ships about a mile

14

Remarks on Board Ship [illegible] of 1885

[illegible]

[illegible] clear ships on the Eastern Tack under all sail and a number of ships in the middle and latter past light airs [illegible] with rain and thick weather at 8 AM could see no ships in sight from the mast head

Lat 8=30
Long 21=18

Monday 7th of December A D 1885
the first part of these
24 hours fresh winds from S by E clear ships on the western tack all hands employed in shifting sails the middle and latter part the same employed in ship duty

Lat 9 -20
Long 22=47

Tuesday 8th of Dec A D 1885
the first part of these
24 hours fresh winds from S by E all sail steering to the southward and westward saw a Brigg standing to the SW under all sail the middle and latter part light winds from S by E clear ship on southern tack under all sail employed in stowing down oil Between decks saw two sailes

Lat 1 - 24
Lon 23 52

Wednesday 9th of Dec A D 1885
the first part of these
24 hours light airs and calms employed in stowing down oil between decks ships under all sail saw a sail the middle and latter part light airs [illegible] and [illegible] the Eastern tack the latter part fresh winds from the Eastward with rain steering ship [illegible] under all sail saw a ship steering the same [illegible]

Light & Bound of Gray Mastered D 1855

Sunday the [illegible] of Dec
the first part of these
24 hours fresh winds & clear weather
under all sail employed in making a fore
sail the middle and latter part light winds
from N E and this ship last heard on the
[illegible] at 12 and Sun D under all sail
employed in ship duty Lat 2 - 01
Long 28 = 52

Monday the 3d of Dec A D 1855
the first part of these
24 hours [illegible] ship under all sail on different tacks sea
[illegible] and latter part ship on different
tacks working to the southward middle
[illegible] to the southward with
[illegible] employed in making a fore sail
Lat [illegible]
Long [illegible]

Tuesday the 4th of Dec A D 1855
the first part of these
24 hours fresh [illegible] and
ship [illegible] to the southward
[illegible] middle and latter part
[illegible] and
employed in sending up
the fore sail yard and rousing it and man
ship [illegible]
Lat 2 = 54 N
Long 29 = 34

Wednesday the 5th of Dec A D 1855
the first part of these
[illegible]
[illegible] middle and latter part
[illegible]
the same
Lat 2 = 12 S
Long 28 = 00 W

Remarks on Board Ship [illegible]

Monday the [illegible] Dec 1855
the first part of these
[illegible] light winds from SE to S and S
most hauled heading SE to S under all
sail the middle and latter part light
winds from [illegible] ship on
the starboard tack heading East and
to B N at 10 AM the tack to the S under
all sail employed in fitting rasks in
the hold with salt water
Lat 1 - 27
Long 26 = 24

Thursday the 11th of Dec AD 1855
the first part of these
24 hours light winds from SE to S
[illegible] employed in fitting rasks in
main hold with salt water
ship close hauled heading S to E S
under all sail the middle and
latter part light winds from the
same ship heading to the southard
Lat 3 = 33 S
Long 24 = 24 40

Wednesday the 12 of Dec AD 1855
the first part of these
24 hours light winds from SE and
ESE steering ship on the wind
with the larboard tack aboard
heading S by E under all sail the
middle and latter part light winds
from SE to ESE steering ship S by E under
all sail employed in [illegible]
Lat 1 1/2 28
Long = 2 12

Thursday 13 of Dec AD 1855
the first part of these
24 hours light winds from ESE steer
steering ship S by E under all sail
employed in fitting the rigging
the middle and latter part the
same employed in [illegible] at the
[illegible] [illegible] [illegible] hold
in short rasks Lat 2 - 44
Long 2 1/2 W

[illegible] Dec 4 1855

[illegible] Dec 4 1855
the first part of these
24 hours [illegible] winds from [illegible]
[illegible] steering ships [illegible] under all sail
[illegible] the [illegible] and [illegible]
[illegible] winds from the [illegible]
steering ships [illegible] under all sail
employed in ship duty Lat 14=43
Long 27=53

Saturday the 15 of Dec A D 1855
the first part of these
24 hours Fresh winds from SE & S
and clear steering ships [illegible] under all sail
At 8 Am spoke the Barque from Calcutta bound
with goods bound to Cork Lat 14=05 S
Long 29=20 W

[illegible] 16 [illegible] Dec [illegible]
the first part of these
24 hours fresh winds [illegible] SE and clear
steering ships [illegible] under all sail
employed in ship duty the middle
and latter part light winds from
the East and clear steering ships [illegible]
B S and [illegible] under all sail At 8 AM
Tuchanga ship made with a large English
ship

Lat 15=41
Long 31=12

Monday 17 Dec A D 1855
the first parts of these
24 hours light winds from NNW and
clear steering ships [illegible] B S [illegible] under
all sail the middle part the same
the latter parts strong winds from
the North and Easterly steering ship
[illegible] B S [illegible] under all sail saw a
ships steering the same employed in
setting up the head stays

Lat 17=21
Long 33=18

Remarks on Board Ship Champion of London

Thursday the 18th of Dec A D 1855
the first part of these
24 hours fresh winds & fair and
clear steering ship SW & W under
all sail saw a Brig on our lee steering
the same the middle part the same
the latter part strong winds from South
and squally with rain ship on different
tack wearing to the South under all sail

Lat 17=20
Long 33=18

Friday 19th of Dec A D 1855
the first part of these
24 hours fresh winds from SE & and
with rain ship close hauld heading
W & W under easy sail the middle
and latter part strong winds from
S & E and S S E ship on different tacks
wearing to the South under all sail

Thursday 20th of Dec A D 1855
the first part of these
24 hours fresh winds from S & E and
SE Ship close hauld on the Larboard
tack under all sail and with rain
saw two SE sailes the middle and
latter part fresh winds from the
East and thick with rain steering
ship S E & and S S E under all
sail employed in ships duty Lat 21=11
Long 38=21

Friday 21st of Dec A D 1855
the first part of these
24 hours strong winds from E & S and
S E steering ship S E & E under all
sail with rain saw also a brig
with us from the South the
middle and latter part strong winds
from S & S E the middle part
ship under short sailes heading to the
South employed in ships duty sent down
the main top gallant mast and
mizen top gallant yard
Lat 12=20
Long 16=20

Light Bound of P Gray Master A D 1855

Saturday 22d of Dec A D 1855
the first part of these
24 hours light airs and calm with fine
weather steering ship SE by E under all
sail middle and latter part light winds
from SE by E and thick cloudy steering ship
SE by E under all sail at 4 PM saw a
sperm whale bowed three times with
the mate's ship then hauled heading E by S
under all sail middle and latter part
light winds from SE and thick hazy weather
hauled heading SW by S under all sail employed
at setting up the rigging Lat 23 = 13
Long 37 - 14

Sunday the 23 of Dec A D 1855
the first part of these
24 hours light airs and calm with fine
weather steering ship SE by E under all sail
middle and latter part light winds
SE by E and thick cloudy steering ship
SE by E under all sail at 4 PM saw a sperm
whale bowed three times with the mate's ship
two ways the whales going quick to the
northard

Monday 24th of Dec 1855
the first part of these
24 hours mostly winds from SE by E and thick
cloudy ship on digeant tacks the boat
off chasing sperm whales with sundays
the middle and latter part light
winds from SE by E and North thick with
rain steering ships ESE ship on the
starboard tack the hunted was sent down
the main top sail boom on deck
fitted new one in its place Lat 26 = 35
Long 37 = 56

Tuesday the 25 of Dec A D 1855
the first part of these
24 hours light variable from SE by E and
SW by S the hunted heading E
under all sail employed in fitting a
new main top sail the middle and
latter part light winds from SSW
ship under all sail heading to the
eastward close hauled employed in ship
duty
Lat 28 - 4
Long 39 = 54

Remarks on board the Ship [illegible]

[illegible] Dec

[illegible] the first part of these
[illegible] with
passing squalls ship close hauld
heading S.E. under all sail the
middle and latter part light winds
from S.W. to W.S.W. hauld to the
[illegible] under all sail imployed
in ship duty

Lat 25=58

Wednesday 24th D. Dec 1855

[illegible]
[illegible] hauld
the wind under all sail
steering ship S.W. under all sail the
middle and latter part light winds
from S.E. and clear steering ship S.W.
hauld to under all sail imployed in mending
sail

Lat 25=05 S
Long 39=22 W

[illegible] Dec 25 1855

[illegible]
[illegible] and clear
steering ship S.W. under all sail the
middle and latter part blowes squalls
from the East & latter steering ship
S.W. under all sail imployed in ship
duty

Lat 30=14
Long 42=18

Thursday 26 of Dec 1855

the first part of these
[illegible] hauld to the wind
steering ship S.W. under all sail
imployed in ship duty the middle
and latter part the same
steering ship the same under all
sail imployed in mending sails
and the [illegible] all sail [illegible]
[illegible] and [illegible]
[illegible]

Lat 31 = 0
Long 44 = 24

Sunday the 30th of Dec. A D 1855
the first part of these
2 hours light winds from S.E. to E.S.E.
steering ship Illumade all sail
the middle and latter part these
hours ditto the same ship
to be known under the L. B
got cast to a rope under the boat
stores got put in the run and cut
him off the head and two. from manmast
off then the mast out home and so lost
the whale

Monday 31st of December A D 1855
the 1st part of these
24 hours first and middle from E. and thick with
rain steering ship Illumade all sail
the middle and latter part strong winds
from the same and squally ship on
different tack working to the southward at 4 pm
took in top gall sail double reef the top sails
at day light steering under all sail &c
One double reef the top sailes again
Lat 84=20
Long 45=18

Tuesday the 1st January A D 1856
the first part of these
22 hours strong winds from S.S.E. clear
ship under double reef top sailes with
his boat taken a round heading
W.S.W. saw one sail on the
Larboard bow the middle and
latter part strong wind from S.S.E.
and clear ship on different tack
working ship to the windward
got all the flying jibs to mend

Lat 85=01
Long 45=05

Remarks On Board Ship Champion of N.Y.

The first part of these
24 hours with winds from N.W. to N.
steering Ships to the Southward under all
sail except hauled to the middle and
latter part light airs & calms Ships
under all sail working to the S.W.

Lat 36=15
Long 45=35

Wednesday 3rd of January A.D. 1855
The first part of these
24 hours light airs and calms and
fair steering Ships all under all sail
employed in making all sail saw two
sail to the middle and latter part light
airs from the S.W. and fair Ship on
the Southward under all sail
employed in ships duty Lat 36=52
Long 46=05

Friday the 4th of Jan A.D. 1855
The first part of these
24 hours light winds from the west
and clear ship on different tacks
under all sail the middle and
latter part winds from W.S.W. to N.
and clear steering ships S.W. under
all sail employed in ships duty

Lat 38=28
Long 47=28

Saturday 5th of Jan A.D. 1855
The first part of these
24 hours light winds from N.W. to N.
and clear steering ship S.W. by S. under
all sail employed in ships duty
the middle and latter part pleasant
wind from N.W. thick hazy steering
Ships S.W. under all sail employed
in ships duty one man of duty

Lat 40=28
Long 44=58

Night - bound. / Pt Bay - Hawks - N.Z. 1850

Sunday the 8th Jan at 8 A.M. 1850
the first part of these
24 hours fresh winds from W.S.W. and
thick hazy stormy ship Sth. & under
all sail the middle and latter part
strong Gales from the west and clear at
8 P.M. took in top gall sails and double
reef the top sails first at the main sail
at 9 P.M. in close reef top sail & main
sail and set it. At 10 P.M. in strong
heavy squalls west most reef the main
top sail and furled the main sail

Lat 43=15
Long 52=24

Thursday the 9th Jan at 8 A.M. 1850
the first part of these
24 hours heavy Gales from W. and clear
ship heading to the Southest under
close reef top sails at 2 P.M. took in
the fore top sail and a heavy cross
running from west water of a dark
green. the middle part strong Gales
from W.S.W. clear 12 P.M. set close reef top
sails at 3 P.M. turned out the reef in
main sail and set the at 7 P.M. set
top gall sails heading S.S.E. Lat

Lat 43=54
Long 51=33

Remarks on Board Ship Champion & Co

Wednesday the 9th of Jan 1855
the first part of these
24 hours fresh Gales from N.W. Close
ship close hauled heading to the
South At 1 PM took in the top Gall
sails and double the top sails
at 2 PM handed the main sail
and double reef the top sailes
at 4 PM close reef top sailes it
blowing heavy from N.W. and
squalls ship laying to under
Close reefed sailes Shifted to southward
at 10 & 11 set the top sailes close
reef at 11 & 2 set the fore & main
sail turned the reef out of the top
sailes employed in ships duty

Thursday the 10th Sun at D 1855
the first part of these
24 hours fresh winds from N.W. &
and then ship close hauled on the
at 4 PM set the Gall sail, and flying
jibb took to Southward Light winds
1st 2d middle and latter part
strong winds from N.W. and N.
Ship under all sail
at 2 PM took the Top Gall sailes
flying jibb at 4 PM double reef
the tops sails at 10 & 11 more
wind turned the reef out of the
top sailes and set the gall sail
running Sw with heavy sqll
winds from N.W.

Lat 44=45
Long 52=58

Light & Baund. J. Gray. Master. A.D. 1856

1 Friday 11th of Jan A.D. 1856
At the first part of these
24 hours light winds from East steer
ing East South East under
all sail employed in ship duty two mens
watches duty sick the middle and latter
part both winds from S.E. and S.S.E. light
winds all sail standing
to the Southward two mens watches duty sick
employed in ship duty
Lat 38 = 12
Long 58 = 14

Saturday the 12 of Jan. A.D. 1856
The first part of these
24 hours both winds from S.E. and S.S.E. and
steer as before working to the westward
under all sail the middle and latter
part both winds from S.E. and E. two mens
off duty sick employed on ship duty
this standing on different tacks working
to the westward under all sail
Lat 48 = 10
Long 58 = 9

Sunday 13th of Jan A.D. 1856
The first part of these
24 hours steer winds from S.S.E. B.E. and
clear steering ships South under all sail
two mens watches steering the same the
middle and latter part both winds
from S.E. by E. and S.E. light winds all
sail standing to the Southward the latter
part this winds from S.E. by E. and fresh
this days standing to the Southward all sail

Lat 47 = 00
Long 57 = 31

Monday the 22 of Jan A D 1855

The first part of these
24 hours light winds from west and north
steered as heard with the starboard tacks
aboard under all sail the middle and
latter part fresh winds from the S W
and clear shoving ship through
water at sail employed in setting chain
cable and bending sheet Lat 47 52
Long 8° - 11

Tuesday 23 of Jan A D 1855

The first part of these
24 hours light airs and calm with
a heavy roll running hove short
part of duty with the watch and
latter part light winds inclining to
think fog shoving ship through
at sail as the first part fresh winds
from S W and clear ship on the
southern tack close hauled at 10 AM
tacked to the northward Lat 48 - 53
Long 4 - 9
01 - 41

Wednesday 24 of Jan A D 1855

The first part of these

24 hours fresh winds from W S W and W by S
with rainy weather at 1 PM hove to at
4 PM at 2 PM tacked to southward
wore ship and set the middle and latter
part strong winds from W S W and
wind ship at 8 tacked heading to
the southward under two sails

Lat 53 - 20
Long 12 - 14

In the Channel Pacific Ocean A D 1857

Wednesday 11th of Jan A D 1857

[illegible] the first part
[illegible] Strong gales
and [illegible] heading to the southward
under close top sails at 1 P.M. double reefed
the [illegible] and [illegible] top sail
at 4 P.M. more moderate trimed the reefs out
of the top sails set the fore top sail unbent
the fore top sail sent it down on deck
and bent another old one to the back stay
at the yard at 8 P.M. bended to the [illegible] of
the middle part fresh winds from the
S.W. and clear ship on different tacks
working to the S.W. under all sail
the latter part fresh winds from W.N.W.
and steering ship S.W. by S. under
top sails at 12 P.M. double reefed the top sails
at 4 P.M. more moderate trimed [illegible]
outs of the top sailes and set jibs

Lat 51-13
Long at 4 P.M. 18 Long 53-18
Long at 8 P.M. 17 Long 02-04

At 10 A.M. [illegible]
in [illegible]
Lat at 4 P.M. 10 on
at 8 [illegible]

Thursday 12th of Jan A D 1857

the first part of these
24 hours strong winds from W.N.W. and cloudy
with some rain steering ship W.S.W. under
top sails at 2 P.M. double reefed the top sails
and took in the jibs at 4 P.M. more moderate
set the jibs and trimed the reefs out of
the main top sail the middle part
strong winds from W. and W.N.W. ship on
the starboard tack employed in reeving
and setting the latter part the same

Lat 52-28 At 4 P.M. the
Long 04-51 Hes Sun at 28 9
a sail

Remarks on Board Ship Champion of NY

Saturday the 14th Sept 1850 Rec
the first part of these
24 hours light winds from South and
clear ship on the Western tack standing
under, and Hands under all sail
employed in mending the main top
sail Sail'd the middle part
light airs some South and steer ship
under all sail the latter part
light airs and calm with fine
fair weather

Lat 52.34 N
Long 65.18 W

Sunday 15th Sept 1850
the first part of these
24 hours light airs and calm from South
with passing rain Squalls ship
under all sail the middle part
light airs and calm from South
the latter part the same with same
clouds passing over

Lat 52=40 N
Long 65=33

Monday 16th Sept 1850
the first part of the se
24 hours light airs and calm fair and
cold clear ship under all sail the middle
part light airs and fine with a heavy
swell from the South steer
ship S.E. light airs all sail the
latter part light airs from S.W. and
steer ship in the Southern Watch
Sent the main top sail and Set
a yard one to good employment in
ship duty

Lat 53=24
Long 63=13

[illegible] Sound [illegible] Thursday Oct 2d 1856

[illegible]
the first part of these
24 hours light airs from NW to W steering
ships SSE under all sail employed in
mending the rigging topsail at 8 PM
wore ship the main course mended the
old one to yard at 8 PM saw the
Land bearing SSW distant about 8 or 9
miles the middle part strong winds from
S to W and ship steering ships SSE under
all sail the latter part strong winds
from W to NW and thick with snow
[illegible] ship through the straits
[illegible] at 9 AM the East most
point of Tierra del Fuego bore westerly
about 5 miles the west most point
of Staten Land bore SSE distant about
about 15 miles

Lat 55° [illegible]
Long 3° [illegible]

Staten Land

Wednesday 22nd October 2d 1856

the first part of these
24 hours moderate gale from the west
ships on the Southerner tack at
close hauled under close reefed top sailes
at 4 PM tacked the ship to the
sailes the middle part strong gales
from W and squally ships close
hauled on the southern tack wore
staysail sailes the latter part strong
winds from W to NW and NW by W in
the afternoon and western tack wore
at 8 PM in most part handed the reefs
out of the top sailes and set the fore
mizzen the ship to be laid down the
down on each tack wore ones

Lat 57° = 19
Long 1° = 32

Friendly Cove Nootka Sound

At Meridian 8h 4m Sun's O 1856
the first part of these
hours heavy gales from south and
squally ships in the southern
part under close reefed top sails and
reefed courses at 4 P.M. hauled aft
mizzen sheet & set the main top sail the
middle part fresh gales from the
southward ships in the southern
part and reefed under same sails
the latter part more moderate from S.W.
and squally ships in the southern and
western part at 8h 9m P.M. made
signal to reef the rest of the
top sails

Friendly Cove Nootka Sound 1856
the first part of these
hours fresh gales from
and with passing squalls
ships on distant parts working
to the S.E. under all sail had two
sailes employed in mending old
sail the middle and latter parts
light winds from S.W. and west
ships in the southern part
the latter part thick foggy at 8-
P.M. up from the
distant about 24 miles saw a
vessel standing the same under
all sail at 4 P.M. ushered the fore
sail on set all old one to the yard

Lat 49° 32' 45"
Long 126° 53'
Nootka Sound

U.S.S. of Cap Ann 1856 Log of Watch

Saturday 26th of Jan. A.D. 1856
The first part of these
24 hours light winds from west and
thick foggy weather the Southern
Watch at 12 P.M. spoke one Dutch Barque
steering to Eastward under all sail
the middle and latter part light
winds from about E by N steering ship
W.S.W. under all sail employed in
ship duty
Lat 57-14
Long 19-36

Sunday the 27th Jan A.D. 1856
The first part of these
24 hours strong winds from West and
West by S on the Southern watch at 1
P.M. handed top gall sailes at 2 P.M.
set them again saw two Brigs
steering to the W by S the middle part the
same ship on the Southern watch
at 10 P.M. handed top gall sailes
at 12 P.M. set them and hove to sailes
at 4 A.M. set top gall sailes the latter
part pass saw a sail to windward
ship close hauled heading W and was
under all sail saw one sail.
Lat 57-10
Long 72-48

Monday 28th of Jan. A.D. 1856
The first part of these
24 hours pass Gales from W by S and
W by N light airs Steering ship was under
all sail at 4 P.M. set the top
sailes and two sailes heading the same
under short sail the middle part
light winds from West & N.W. with
rain steering ship was under all
sail the latter part strong winds from
W by S at 8 P.M. ship on the Southern
watch at 9 P.M. handed the top sailes
at 12 P.M. close reefed the top sailes
set them again at 4 A.M. hove to
the same under short sail
Lat by acc 57-07S
Long 74-38 W

the first part of these

24 hours strong wind from SW and

SW by W ship under main sail

sailes at 5 P M hoisted the fifth

and last reef the top sails and

reef the courses blowing heavy

from SW by S ship on the weather

tack the middle part strong

Gales from SW and west at 8 P M

set the fifth and hoisted one

reef out of the top sailes at 4 A M

hoisted the reef out of the courses

wore ship to the SW and WSW

the latter part thick with rain

blowing heavy from W by S ship

under double reef top sailes

heading W SW saw two sails

making the same

Lat 57° 37'

Long 70° 00

[illegible] Sound [illegible]

[illegible] 1850

[illegible] the first part of these
24 hours strong winds from [illegible]
and [illegible] course steering
said on the Northern tack saw
two sails the middle part strong
gales from South and squally
steering this [illegible]
all sail at 8 PM reefed and
taking in sail and at 3 AM
got sail in two close reef tops
sails and reefed foresail blowing
heavy gales and squally
at one ship steering the same
as the last strong winds
from Northward and West ship
on the Southern tack under
all sails. Lat 55=20
Long 79=20

Thursday the 31 of Jan A D 1850
the first part of these
24 hours fresh winds from west
ships on the northern tack
under all sail saw two sails
heading the same the middle
part fresh breezes from the
same ships on the Northern
tack at 9 AM wore to the
Southward and double reefed the
fore and mizen top sail blowing
heavy gales from [illegible] at 10 AM
ships under short sail heading
SW by W and SW by S saw one
sail [illegible]

Lat 55=21 N
Long 78=38 W

Sunday the 3d Feb'y 1850

the first part of these
24 hours strong Gales from WNW and
squalls this day the 1st thirty
took about seven morning shorts
under double reef the middle and
latter part heavy Gales
and thick with rain this
under short sail almost all
night on the Starboard tack

Lat 54=11 S
Long 81=04 W

Monday the 4th of Feb'y 1850

the first part of these
24 hours fresh Gales from west and
squalley stormy with rain the
under Sails reef to sails
the middle part heavy Gales
from W to WSW and thick, squalley
squalley ships under short
reef Top sails on the Starboard
tack at 2 PM wore ship to the Top sails
and courses the latter part heavy
Gales from WSW and squalley with
rain ships under short reef to
wit [illegible] Lat 52=38 S
Long 80=09 W

Tuesday 5th Feb'y

the first part of these
24 hours strong Gales from west and
thick foggy with rain
at 1 AM wore ship to suit
heading S and E with heavy
squalls from W and
thick rain middle and latt.
part the same ship heading
W by W all hands on duty

Lat 51=19 S
Long 79=24

Monday the 6 of Feb 1858
the first part of these
[illegible] and at 8 PM Bay ship heading SW
under both sail with
a moderate breeze running from SW
and West the middle and
latter part the same with rain
Lat Bace 31-05
Long Bace 81-23

Thursday the 7 of Feb AD 1858
the first part of these
[illegible] and with
ships on the Westerm tack hoist
hauld heading SW at 3 PM
the wind came out the westward
more ship hauled the reefs out
of the top sailes the middle
and latter part light winds
from the SE and cloudy
steering SW under all
sail employed in furnishing gib
& Hatchway tackles Lat 47.00 00.02
Long Bace 82-39

[illegible] AD 1858
the first part of these
[illegible] and at 8 PM Bay ship SW
under all sail the middle
and latter part strong winds
from the and WSW steering
ships NBW and Number
all sail employed in fitting
[illegible] sailes Lat 47.00
Long 80-41

Thursday 15th of Sept 1853

The first part of these
24 hours winds from NNW and by ea
during which time I was under all
sail saw no sail steering the
same the middle and latter
part almost [illegible]
[illegible]
At noon Lat 45-15 S
Long 79-00 W

Friday 16th of Sept 1853

The first part of these
24 light airs from west steering
ship NNE under all sail but
the mizen sail down in lock
and hunt another one to
the yard the middle part
light airs from WSW and
clear the latter part light winds
from West and west steering
ship on the wind with his
starboard tack aboard Lat 44-32
Long 77-51

Saturday 17th of Sept 1853

The first part of these
24 hours light winds from SSE
and clear steering ship NNE
under all sail the middle
part fresh winds from SE and
clear steering ship NE under
under all sail the latter part
light winds from southward
clear at 12 M saw the land
bearing NW & W distent about
35 miles at 10 PM saw a
number of ships on the
[illegible] but none of [illegible]

Lat at 8 PM 44°
Long 75-52 W

Remarks on board Ship Champion of Bath

Sunday the 15th of Feb. A.D. 1885
the first part of these
24 hours fresh gales and cloudy
and heavy steering ship NW
under all sail sent the fore
sail and sent another to the
yard sent main top gall sail
down and sent another to
the yard the middle and
latter past the same employed
in ship duty and mending
old sailes Lat 40-36 S
Long 76=15 W

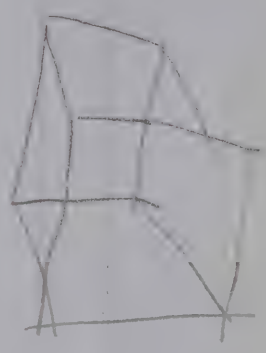
Monday the 16th Feb A.D. 1885
the first part of these
24 light winds from SW and
fair steering ship NW under
all sail the middle and latter
part the same employed in
mending old sailes Lat 38=20
Long 75-20

Tuesday the 17th Feb A.D. 1885
the first part of these
24 hours light airs from SW and
fair steering ship NW under all sail
and latter part light airs
from West and fair steering
ship NW under all sail
Lat 37=38
Long 76-09

Friday the 13th of Feb A.D. 1885
the first part of these
24 hours light airs from West &
fine employed in mending
old sailes sent the main top
sail down and sent another
one to the yard the middle
and latter part the
steering ship NW under all
employed in mending old sail
and making
Lat 36=35 N
Long 76=10 W

Log of the Bound Virginia. Master A. D. 1855.

Saturday the 16th of Feb A D 1855
the first part of these
24 hours light airs and calm from S.W.
by S. to W.N.W. at 11 A.M.
hove in ships duty the middle
and latter part light winds
from W.N.W. and then steering ship
Better under all sail
Lat 32 = 41 S
Long 76 = 21 W.



Sunday the 17th of Feb A D 1855
the first part of these
24 hours pleasant breezes from south
and S.E. steering ship as before
under all sail the middle and
latter part light winds from S.E.
with passing rain squalls steering
ships the same under all sail
Lat 32 = 18
Long 76 = 37

Monday the 18th of Feb A D 1855
the first part of these
24 hours light winds from S.E.
and cloudy steering ship as before
under all sail the middle
and latter part the same
employed in mending all sailes
Lat
Long

Thursday the 19th of Feb A D 1855
the first part of these
24 hours light winds from S.E.
and cloudy steering ship as before
under all sail employed in
making down yarn the middle
and latter part the same
employed in ships duty

Remarks on Board Ship Champion of N.Y.

Wednesday the 20th of Feb A D 1856
the first part of these
24 hours light winds & fine
and steady steering ship to the
the middle and latter part
the same as the 19th latter the
Boats for Sperm whales no success

Thursday 21st of Feb A D 1856
the first part of these
24 hours light winds from S.E.
and steady employed in chasing
Sperm whales no success the
middle and latter part winds
from S.S.E and steering
ship as per under all sail

Lat 24=59
Long 27=30

Friday the 22 of Feb A D 1856
the first part of these
24 hours light winds from S.S.E
and steering ship as per
under all sail the middle
and latter part the same

Lat 22=17
Long [illegible]

Saturday the 23 of Feb A D 1856
the first part of thoase
24 hours fresh breezes from S.S.E
and steady steering ship as per
under all sail employed in cha-
sing Sperm whales the middle
and latter part the same
employed in taking loweres
to the Leward whaling

Lat 19=25
Long 28=39

Sunday the 24th of Feb 1850

the first part of these
24 hours strong winds from SbE
and cloudy steering ships NNW
under all sail the middle and
latter part more winds from
SE and cloudy steering ships
NNW under all sail

Monday the 25th of Feb 1850

the first part of these
24 hours strong winds from SE
and cloudy steering ships NW
under all sail the middle and
latter part light winds from SE
and somewhat cloudy steering
ships NW under all sail saw one
sail with his Starboard tacks
aboard employed in toseing down
the rigging Lat 12=35
Long 81=31

Tuesday the 26th of Feb 1850

the first part of these
24 hours pleasant breezes from SE
and clear steering ships NW
under all sail employed in ships
duty the middle and latter part
light winds from the same
and some what cloudy steering
ships NW & NNW under all sail
employed in employed in painting
the new Boats Lat 12=54
Long 82=52

Wednesday the 27th of Feb 1850

the first of these
24 hours light winds from SE
and cloudy steering ships
steering ships NW & NNW under
all sail employed in various duties
of the ships the middle
and latter part the same

Lat 11=13
Long 84=21

Remarks on board Ship Champion from [illegible]

Thursday 11th 25th Feb AD 1858
The first part these
Moderate light winds from SE
and ESE steering ship ESE
under all sail and
latter part the same
Lat 9 40'
Long 55=57

Friday 29th Feb AD 1858
The first part these
Moderate light winds from SE
and ESE steering ship ESE
under all sail and middle and
latter part the same
Lat 8=11 S
Long 87=39 W

Saturday 1st of March AD 1858
The first part these
Moderate light winds from ESE
steering ship ESE
under all sail the provision the middle
and latter part the same
Lat 6=35 S
Long 90=00

Sunday 2nd of March AD 1858
The first part these
Moderate winds from SE and
steering ship ESE
under all sail the middle and
latter part light winds from
[illegible] steering ship
under all sail Lat 2=30 S
Long 91=00

Monday 3rd of March A D 1856
the first part of these
[illegible] under all sail at 4 P.M. saw
a sperm whales and lowered
the boats the W. B. got fast
to one and brought him to
the ship the middle and latter
part light winds from Eastward
then ship heading by a sperm whale
at 6 P.M. commenced cutting
at 11 P.M. finished cutting
Lat 5=19
Long 91=55

Thursday 4th of March A D 1856
the first part of these
24 hours light winds from E.S.E
and East steering ship was
under all sail as said in
boiling out Sperm oil the middle
and latter part the middle
and latter part winds from
the same and squally steering
ship was under all sail as said
in boiling out oil Lat 5=11 S
Long 94=43 W

Friday 5th of March A D 1856
the first part of these
24 hours light winds from E to E.S.E
and Eastward steering ship was
under all sail at 3 P.M. finish
boiling out the middle and
latter part the same Lat 4=52
Long 97=[illegible]

[illegible] on board Ship Champion of [illegible]

[illegible]

[illegible]
and Gusty steering ship [illegible]
[illegible] on this duty the middle and latter part the same employed in stowing down Spanish [illegible]

Lat 4 — 00
Long [illegible]

Friday 6th of March A D 1856
The first part of these
24 hours light winds from S S E
and clear steering ship W B S
under all sail employed in
stowing oil the middle and
latter part the same
Lat 4 = 42 S
Long 103 = 25

Saturday 8th of March 1856
the first part of these
24 hours mod winds from S and
clear steering ship W S W under
all sail employed in stowing
oil latter part the middle and
latter part the same employed
in this duty
Lat [illegible]
Long [illegible]

[illegible]
the first part of these
24 hours light winds from S S E
and clear steering ship W S W
under all sail employed in
washing ship duty the latter
part the same
Lat = 28 S
Long 108 = 08

[illegible]

Sunday the 9th of March 1856
the first part of these
[illegible] winds from South
[illegible]
[illegible]
[illegible] the middle and latter
part with [illegible]
Grades employed in Sweeping
Lat [illegible]
Long 101 = 31

Monday the 10th of March 1856
the first part of these
24 hours light winds from South
and clear steering Ships west
under all sail employed in
Sweeping from 12 the middle
and latter part light
wind from the Southward
steering ships W S W under all
sail
Lat none

Tuesday the 11th of March A D 1856
the first part of these
24 hours light winds from SE
and fair steering Ship
steering ships W S W under all
sail employed in Sweeping from
the middle and latter part of
these
Lat 11 30
Long 116 31

Wednesday the 12th of March A D 1856
the first part of these
24 hours light winds from SE
and clear steering Ship at W S W
under all sail the middle
and latter part light winds
and clear steering Ships W S W
under all sail employed in
Sweeping

Sunday [illegible] Board Ship Company [illegible]

[illegible]
the first part of these
[illegible] and
clear steering [illegible] the under all
sail employed in ship duty the
middle and latter part the
same
Lat 1=40
Long 119=44

Monday [illegible] March [illegible] 1851
the first part of these
24 hours light winds and clear
steering ship [illegible] sail
employed in ship duty the
middle and the first light
winds from E to E and clear
steering ship the under all sail
employed in ship duty

Long 121=27

Sunday the 16th of March A D 1851
the first part of these
24 hours light winds from N E
and clear steering ship the
under all sail the middle
and latter part the same
at 8 AM sent Black fish
aboard the Boats the JB got
fast and took him to the
ship at 9 AM cut him in
employed in cleaning the decks
Lat got none

Monday the 17th of March A D 1851
The first part of these
[illegible] light winds from the
N E and fair [illegible] AM [illegible] and
the light airs the middle part
light winds from the E and
fair the latter part the same
Lat 5[illegible]=21
Long [illegible]=3[illegible]

[illegible]

[illegible]

2. [illegible] the middle and latter part
[illegible] winds from ENE to E with
[illegible] passing rain squalls ships
heading NW under all sail
employed in ships duty

[illegible]

2d [illegible] the first part of these
24 hours [illegible] winds from E to
and thick with rain ship
heading NW under all sail
employed in ships duty
the middle and latter part
the middle and latter part
light winds from North and
cloudy with rain squalls
steering ship NW by W under
all sail at 11 PM raised away
the fore top mast studding
sail boom and rigd it in
sent it in on deck and sent
a mate over to the stay

Lat
Long

Thursday the 2d [illegible] 1851
the first part of these
2. 24 hours light airs from [illegible]
[illegible] steering ship NW under
all sail employed in mending
a studding sail boom
the middle and latter part
light winds from E and
[illegible] steering ship the same
as [illegible] all sail employed in
mending [illegible] sailes

Lat 4 = 55'
Long 130 = 15'

Sunday the 20th March A.D. 1853

This first part of these
24 hours light winds Variable
and cloudy steering ship as
required under all sail employed in
filling & trimming sail
Wearing and mending sail
light winds from S.E. and clear
the middle and latter part
the same the latter part
strong winds from S.E. by S.
with rain steering ship as
under all sail employed in
mending sailes one man off
duty sick

Monday the 21st March A.D. 1853

The first part of these
24 hours winds from S.E. by S.
& S.S.E. rain steering ship as
under all sail employed in
mending sailes and reefing
the topsails employed in ships duty
one man off duty sick the
middle and latter part winds
from S.E. by S. and steering ship
as required all sail employed
in Ships duty

Tuesday the 22nd March A.D. 1853

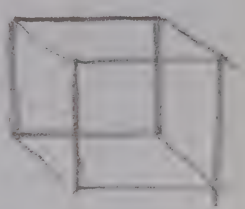
The first part of these
24 hours strong winds from S.E. by S.
steering ship as required all
sail employed in mending
sailes the middle and
latter part both heavy squalls
at S.E. and clear steering ship
as required all sail employed
in ships duty

Sick list = 2
Sick list = 1

Light Squall & Cloudy Weather & D 1853

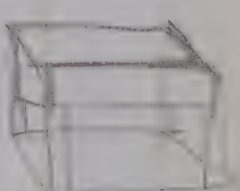
Sunday 24th March & D 1853

The first part of these 24 hours Light winds from E.N.E. and Clear steering ship, at 11 A.M. under all sail employed in ship duty the middle and latter part light winds from E.N.E. and Clear steering ship, the same employed in setting up the riggins Lat 12=20 Long 137=18



Monday 25th March & D 1853

The first part of these 24 hours light winds from E.N.E. and Clear steering ship at 11 A.M. under all sail employed in making matts and washing at the riggins the middle part light winds from E.N.E. and Clear steering ship at Noon Brought in under all sail the latter part the same. At 10 A.M. saw two Canoes employed in ship duty Lat 13=33 Long 139=32



Tuesday 26th March & D 1853

The first part of these 24 hours light winds from E.N.E. under Clear steering ship at Noon all sail employed in making matts and cleaning ship the latter part Sets the middle part light winds from E.N.E. and Clear steering ship under all sail at 11 A.M. took in the Steering sail the latter part from E.N.E. with light Squalls and rainy employed in ship duty

Lat 14=51 Long 141=35

Journal of Board the Thomas Fuller

Saturday 21st of March A D 1857
the first part of these
[illegible] from the
[illegible] steering ship
at N.B. & E. under all Sail
employed in mending sailes
the middle and latter parts
fresh breezes from N.B.E steering
[illegible] under all
Sail employed in getting [illegible]
about

Lat 14 = 4
Lat 16 = 2

Sunday the 22d of March A D 1857
the first part of Theare
24 hours fresh breezes from N.E and
clear steering Ship N.W. & W.
under all Sail the middle
part strong winds from N.E &
with warn squalls the latter
part light winds from [illegible]
and with rain squalls steering
ship N.W. & W. under all Sail
employed in [illegible] out sail

Lat 18 = 15
Long 147 = 2

Saturday the 29 of March A D 1857
the first part of these
24 hours fresh wind from N.N.E
and squally steering ship N.W.
under all Sail employed in
Ships duty the middle part
strong winds from N.E and
squally steering ship N.W. & W.
under all Sail employed at
[illegible] on board ship
one mans of duty sick

Lat [illegible] = 5
Lat 19 = 14

Light Variable Winds & Pleasant Weather A D 1855

Saturday the 31st of March A D 1855
The first part of these
24 hours strong winds from N & NNE
squally with rain steering ship
WNW under all sail little or
nothing being aboard ship the
middle and latter part the
same fine weather as before

Lat 19=55
Long 153=43

Monday the 1st of April A D 1855
The first part of these
24 hours strong winds from NNE
and clear steering ship WNW
under all sail the middle
part the same at 6 PM took
in all the light sails the
latter part these ship the
same at 4 PM ship laying
with her main mast aback
at 6 PM made all sail and
for the first listed about 10
miles at 9 PM took in pilot

Tuesday the 2d April A D 1855
The first part of these
24 hours light variable winds
separate the middle and latter
part the same at 2 PM came
to anchor in Petersburg Inlet
and moored the ship the
light wind and fine all
hands employed in mooring
ship

Remarks on board the Champion from

Monday the 2nd April 1855
the first part of these
24 hours light breezes some of the
mid light winds throughout
these 24 hours employed in
getting fresh water and sundry
other duties on board preparing ship
and watch a shore on liberty

Tuesday the 3rd April 1855
the first part
of the first and latter part light
airs from the eastward pleasant
ships lying by anchor in the
port of Lisbon employed in getting
fresh water one watch a shore on
liberty

Wednesday the 4th March 1855
the first and latter part
of these 24 hours employed
in getting off water and stowing
it down and getting the ship
ready for sea one watch a shore
on liberty

Thursday the 5th March 1855
the first and latter part of these
24 hours employed in getting the
ship ready for sea
one watch a shore on liberty

Friday the 6th April 1855
the first and latter part of these
24 hours nothing aboard ship
two men run away this morning
and two sailors came aboard
got the ship ready for sea a Portuguese
the pilot came on board

Account of Proceedings of His Majesty's Ship [illegible]

Monday the 3rd April 1854

The first and middle part of these
24 hours gotting ready for Sea
at 8 AM got the anchor and
towed the ship with the boats
calm but at the anchorage
at 8 AM to took anchor and
worked ship some distance
with Boats Ahead towing
at 7 PM came to anchor in
28 fathoms of water and
Mod the Latter the winds
very light and Variable
the Latter part under
way ship as before Mod

Tuesday the 4th April 1854

The first part of these
24 hours light winds and baffling
from the East with a heavy
sea running from the same
steering ship along the land
with little or no wind the
middle and latter part
the same at 5 AM the pilot
left the ship light winds
from E & E by S and squally
at times ship [illegible]

Wednesday the 5th April 1854

The first part of
24 hours strong breezes from
E by S and clear during
the land down at 5 PM
the land 2 miles off the
middle part strong winds
from E and squally the
latter part the same ship
[illegible]

Remarks On Board Ship [illegible]

[illegible] the 9th April A D 1850
the first part light airs
2 hours light breze from all
points ship riding all sails as
in company with the Saxman Gal. P.
at 3 PM came to anchor in
12 fathoms water the
middle part light airs as
the same ship riding to his
anchor in potato land
employed in fitting the new
Boats

Friday the 11th April A D 1850
the first part of these
24 hours light airs from off shore
at 7 AM all hands dismissed
hearing up the anchor but could
not find it as it was lost to a
watch at Pinto mountain head
bay all sails under short
sail steam mills from
[illegible] ship
Saxmilla Gal. riding at
in 10 fathoms water the
middle part latter part the
same little or no nothing
doing

Saturday the 12th April A D 1850
the first part of these
24 hours first breze from the
ship laying all sails as potato
bay at 10 AM the Lighthouse
to bear the middle and
latter parts strong winds from
[illegible] and down at 11 AM hoisted
down the top sails & double reefed
them steering ship W by N
at 5 PM made the island
of Hulon distant about 12 miles
Bearing at Battle Lat 20-22
Long 157-29

[illegible]

[illegible] first part of these
[illegible] hard gales with
[illegible]
[illegible]
[illegible]
steering ship N by E under
all sail at 10 oclk pm made
[illegible]
[illegible]
[illegible]
from [illegible] in ship off
the harbour of Arrahoo at 4
oclk pm the capt went on shore

Monday the 14 day of April A D 1806
The first part of these
24 hours strong winds from E & N E
and seas ships laying off an on
Arrahoo at 2 PM came the capt
came on board ship with one
man and made all sail
[illegible]
all sail employed in geting
the anchor in the hands
employed in getting the [illegible]
and [illegible] the [illegible]
steering down the coast
one man of duty sick the
middle and latter part the
same steering ship S by E 1/2 E
under all sail employed in
mending old sails one
man of duty sick

Lat 20=40
Long 16 0=54

Monday the 1st of Sept 1856

the first part of these
3 hours fresh breezes and hazy
weather steering ship W.S.W.
under all sail employed in
mending and bailing the middle
and latter part the same

Lat 20=57
Long 163=23

Tuesday the 2nd of Sept 1856

The first part of these
24 hours fresh winds and hazy
and clear weather under all sail
employed in mending sail
the middle part strong winds
and squally and steering
steering ship W.S.W. under all
sail the latter part same sent
down the fore top sail yard
on deck and sent another
one up and bent it to the
yard

Lat 19-18
Long 166=33 west

Wednesday the 3rd of Sept 1856

The first part of these
24 hours strong winds squally
and hazy steering south steering
ship W.S.W. under all sail
employed in repairing boats
and mending sailes and
painting the foreshrouds
the middle and latter part
both decks from 6 to 12 and
squally rainy steering steering
ship W.S.W. under all sail
employed in mending sailes

Lat 19=25
Long 169=32 West Long

Saturday 14th April A D 1855
the first part of these
24 hours fresh breezes hove to & filled
during steering ship 11 S W under
all sail employed in mending
in sailes and boats and fitting
Block stops and so on. All watches
the middle and latter part light
winds from E & E and clear
steering ship W S W under all
sail employed at different jobes
Lat 19-09
Long 171-57 West

Sunday 15th April A D 1855
the first part of these
24 hours light winds from E & E
and clear steering ship W S W
under all sail employed at
mending sailes and painting
Boats the middle and latter
part the same
Lat 19-11
Long 172-19 West Longitude

Monday 16th April A D 1855
the first part of these
24 hours light breezes from E & E
and clear steering ship W S W
under all sail the middle
and latter part light winds
steering ships W S W all sail
employed in hooking out the
Harbadon Shrouds

Thursday 17th April A D 1855
the first part of these
24 hours light winds from E & E
and clear steering ship W S W
under all sail the middle
and latter part the same
employed in setting up the
Head stays and Breaching
at the Fore rigging

Long 173-27
Lat 19-20

Remarks on board Ship Thompson

Tuesday 23 of April A D 1850

The first part of these
24 hours fresh breezes from
East & East South East
& under all sail including
fitting Studd Sails the middle
part light winds from E. by S
and East steering ship as
under all sail employed in
fitting Studd Sails the middle
part the same

Lat 19-42
Long 177-58 West

Wednesday
Wednesday 24th of April A D 1850

The first part of these
24 hours fine breezes from East
and East South East steering ship as
under all sail employed in
fitting Studd Sails & main
& Studd Sails the middle
and latter part the same

Long 175-35
Lat 19-29

Thursday 25th of April A D 1850

The first part of these
24 hours light breezes from E by S
and East steering ship as
under all sail employed
in Ships duty & main & Studd
the middle and latter part
employed in fitting & setting
the same

Long 172-45
Lat 19-54

Friday the 26th April A D 1850

The first part of these

24 hours light airs from E by S
and East steering ship employed
under all sail employed in mending
sails the middle part these
same & the latter part calm
little or nothing doing a heavy
sea from the S W

Lat 19-20
Long 170-18

Saved No. [illegible] [illegible] [illegible] 85

Monday 28th of April A D 1851

the first part of these 24 hours light breezes from SW to NW and about ships heading NW & W employed all hands employed in ships duty the middle part strong winds from S to SW at 10 PM commenced the light winds the last the same employed in setting up the Main Stays fore and aft

Lat 21 = 33
Long 171 = 03

Tuesday 29th of April A D 1851

the first part of these 24 hours strong winds from SW & W and passing squalls passing ships at 9 PM light winds employed all hands employed in making head pumps the middle part of duty light the past strong winds from SW & W and passing squalls passing ships at 9 PM light winds employed all hands employed in the first part pleasant breezes from SW & W and clear passing ships at 9 PM light winds employed all hands employed in ships duty

Lat 23 = 54
Long 168 = 11

Remarkables on Board Ship Champion of

Wednesday the 30th of April A.D 1856
the first part of these
24 hours light winds & fine weather
and pleasing thoughts steering ship
S.W by W under all sail the
middle part strong winds & fine
weather under all sail the
remainder moderate & fine weather
employed answering sailes
the mean of duty sick

Long 169°-29
Lat 22°-00

Thursday the 1st day of May A.D 1856
the first part of these
24 hours fresh breezes from N.N.E
and cloudy ships heading S.W by W
under all sail employed in
setting up the Lee Main
the middle part light winds
from N.E and clear ships
close hauled on the starboard
tack under all sail
employed in bracing out between
decks one man off duty sick

Lat 21°-28
Long 164°-24

Friday the 2d day of May A.D 1856
the first part of these
24 hours light winds from N.E
and clear ships close hauled
standing S.W under all sail
employed in picking oakum
the latter two part of duty sick

Lat 29°-54
Long 162°-39

1 B Sound &c Sail ...

...

Saturday 1st of May at 8 AM
the first part of these
24 hours fresh & hazy Sound SE
and clear steering ship NW Bell
under all sail at 4 PM sat.
the top sail Sunting sailes
the middle part light winds
from SE Bell and clear steering
ship from Bell under all sail
the latter part the same
employd mending sail sailes
Two men of duty sick
Lat 32=10
Long 16=21'

Sunday 2d of May at 8 AM
the first part of these
24 hours light breze from SE Bell
and clear steering ship NW Bell
under all sail employd at
different Jobes in rigging the
latter and middle part
light airs from East and
clear steering ship NW Bell
under all sail employd
at duty sick Lat 31 8'
Long 158=25

Monday 3d of May at 8 AM
the first part of these
24 hours light breze from SE
and clear steering ship NW Bell
under all sail at 5 PM
saw sail backs employd in
duty the middle part light
winds from SE and clear
steering ship the latter
all sail the latter part
the same employd in
different Jobes in the rigging
Lat 35=31
Long 154=30

Thursday 31st May A D 1832

the first part of these
24 hours light breezes from SE
and fine steering ship NW
B N under all sail employed
in setting up the main rigging
at 4 PM set fore the main
top sail no deck load sent
up another one and sent
it to the yard fine weather
and light past light winds
from E S E and ship employed
in mending old sails

Lat 37=10
Long 158=24

Friday the 1st of June A D 1832

the first part of these
24 hours light winds from E S E
and fine steering ship NW B N
under all sail employed in
mending old sailes no man
sick this 24 hours
past light winds from E S E
and fine steering ship
NW B N under all sail the
latter part employed
in mending old sailes

Long 157=19
Lat 39=30

Saturday the 2d of June A D 1832

the first part of these
24 hours light winds with fog
steering ship NW B N under
all sail employed in mending
old sail the middle
the middle part strong gales
with much rain the latter
part light airs from the west
fine steering ship NW B N
under all sail employed in
ship duty Set more

Journal of Wm P Poland 1st Mate of Master 1856

Friday the 9th May A D 1856
the first part of these
24 hours light winds from all
points of the compass and
foggy rainy with much
rain one man of duty with
the middle part calm
with fog this under all sail
the latter part light winds
from the N W and cloudy
ships heading N E Employed
all hands employed in ships duty
one man of duty sick
Lat 40=55
Long 156=18

Saturday 10th May A D 1856
the first part of these
24 hours fresh winds from
N W to W N W and cloudy steering
ships N W by N under all sail
employed in ships duty the
middle part strong winds
from N W by W and cloudy ships
heading N E by E Employed
the light sails the latter
part light airs from W by N
and cloudy at 9 00 PM tacked
ships steering ships under
close reefed topsails employed at
drying sailes Lat 41=25
Long 155=35

May
22 hours strong winds from S.W. and Tended with rain steering Ships N.W. by N. under all sail the middle part strong winds from W.S.W. Ship heading N.W. under all sail at 10 A.M. took in the light Sailes at 11 Saw the Isle of Wight at 4 P.M. first watch for top sails and handed the mizen top sail and reefed the fore top sails at 6 P.M. set the top sails the latter part strong winds from W.S.W. steering along shore

May Lat 48-07
Long 1 16 W
A.D. 1855

24 hours strong winds from W.S.W. and cloudy Ships heading N.E. under all sail the middle part light winds from W.S.W. and cloudy Ship heading N.E. under all sail the latter part strong winds from the same with rain Ship heading N.E. under all sail employed in Ships duty one man of sick

Lat 52 N
Long 16 W

Sunday 24th Sept 1853
the first part of these
24 hours both hard from S.W. and
with fog and drizzling rain
the wind in squalls under all sail
reefed in ships duty the
middle part light airs from
E.S.E. and foggy the latter parts
the same Lat 47 — 00
Long 182 — 46

Monday 25th Sept 1853
the first part of these
25 hours light airs from E.S.E.
and thick foggy latter with
rain steering ships all sail
set all night in
ships duty the middle light
airs from E.S.E. and variable
steering ships the same under
most sail set. At 1 P.M. saw
the Island distant 5 miles
5 miles E.S.E. bearing at 6 P.M.
brought the to with the
main yard aback at 8 P.M.
and hoisted a light to show the
latter part light winds
from E.S.E. to E.N.E. and thick
foggy in ships duty
brought the ships stern on
the N.E. point of South island
bearing South distant about 3 miles
ships duty all night standing off & on
under all sail set in
ships duty all well & sound

Remarks On Board Ship Champion &c &c

[illegible]

under all sail one man of
duty sick the middle past
light winds [illegible]
and cloudy ship heading N
[illegible] all sail the latter part
light winds from East and
[illegible] steering ship [illegible]
under all sail

Lat Obsd 48–21
Long Obsd 151–14

Saturday the
17 th May A D 1851
the first part of these
24 hours light breezes from East
and cloudy steering ship
N.W.B.W. under all sail employed
at different times in pumping
the middle part light winds
from E.N.E. and cloudy steering
ship N.W.B.W. under all sail
the latter part the same
at 9 A.M. saw a sail steering N.W.B.W.
and cloudy employed in
ship duty one man off duty sick

Lat 49–18
Long 150–20

[illegible]
the first part of these
24 hours light winds from N.W.B.
and [illegible] steering ship as last
under all sail the middle
part of the ship Dutypene
[illegible] light breezes from E.S.E
steering ship the same
[illegible]
the latter part ship
[illegible] and cloudy
with [illegible] one man off duty
sick

Lat [illegible]
Long 14[illegible]

Rounded St. Mathews Island & Pray'd Master 1855

Monday 6th August 1855

the first part of these
24 hours fresh breezes from S to
and cloudy steering ship as Before
under all sail at 1 PM took in the
royals sail employed in ship duty
the middle part light breezes
from S by W and steered ship
heading SW under all sail
the latter part light airs from
SW and SSW at 11
A.M. tacked ship at 3 PM
saw a sail bearing NW by W
nothing doing a Round
one man off duty sick

Lat 51=48
Long 146=30

Tuesday 7th August 1855

the first part of these
24 hours light airs from SSE
and steering as Before
under all sail employed in
ship duty the middle part
the same the latter part
light winds from SE and
steered by steering ship the same
one man off duty sick

Lat 53=59 North
Long 143=10 West

Wednesday 8th August 1855

the first part of these
24 hours fresh winds from SE by E
and cloudy steering ship NW by W
under all said employed in
the middle part light breezes from SE
and at 4 PM tacked ship
light airs steering ship NW by W
part winds the latter part at 3 PM made the
sail at 8 PM made the ice Bearing NW by W
distant 5 miles steering ship NW by W
ship in sight the Ice Admitted Boiling out
a boiling apparatus on board of this
employed in ship duty one off duty
sick

Remarks on board the Steamer [illegible]

Thursday [illegible] day of [illegible] A D 1855
the first part of these
24 hours light breezes from E by S
and cloudy ships heading N E
by E [illegible] under all sail
employed in working ships off
the ice the middle part light
airs from N W ships heading
N E under all sail the latter
part handed the light sailes
and tacked ships wind N W by W
and foggy ships under low
top sailes at 8 P M double reefed
the top sailes & ships in sight
employed in ship duty

Friday [illegible] day of May A D 1855
the first part of these
24 hours light airs W and thick
fog ships near the ice in
company with the Str Henrietta
& W Bedford the middle part
light airs from E S E and cloudy
ships near the ice the latter
part both breezes from E S E
and cloudy & ships in sight

Lat 55 = 23
Long 142 = 23

Saturday [illegible] day of [illegible] A D 1855
the first part of these
24 hours fresh breezes from E S E and cloudy
ships under reefed top sailes near
the ice at 4 P M spoke ships
Ontario of & Bedford 14 in
company employed at ship duty
at 8 A M in double reefed the tops
with the middle part strong
winds from E S E and thick
ship heading N under short sail
the latter part strong winds from
East and cloudy ships under
close reefed top sailes at 8 A M more
ships in sight headed to N W Northerly and
eastern & ships in sight employed in
ship duty all the [illegible]

Round . . Island . . . . . to . . .

. . . . . the first part of these
24 hours strong winds from East
and South . . . . . with
. . . . . under
. . . . . the middle part strong winds from
. . . . . and thick fog with
. . . . . under double
. . . . . the latter part
strong from . . . and thick
. . . . . the
. . . . . for sailing

. . . . . the first part of these
24 hours strong winds from . . . .
and thick fog with . . . . under
. . . . . with squalls
but did not . . . . . the
. . . . . the middle
part light breezes from . . . .
and cloudy ship underway
. . . . . the latter part light
airs from . . . . and clear
. . . . . towards the boats
. . . . . no vessels saw, much
. . . . . to . . .

. . . . . Long . . . .

. . . . . the first part of these
. . . . . under all
. . . . . with the . . .
. . . . . strong the ice & ships
. . . . . the
. . . . . the ice the latter
. . . . . the boats
. . . . . no vessels

. . . . .
Long 141 = 31

Saturday the 31st May A D 1851
the first part of these
24 hours light airs from S.W. to W.N.W.
and fresh ship moor the ice
the boats employed cutting 70 whales
with two sloops to ships in site
two boats out a whale the
middle part light airs and
calm until high Water the
latter part the same

Sunday June 1st A D 1851
the first part of these
24 hours light airs from S.E.
and thick employed in
getting up the planks and
blocks the middle part
part light airs from the same
ships one dispatch boats and
men the ice moderate
the latter part light
airs from S.E. and clear ships
ships boats off the wind short
Sail 17 ships in sight

Lat 55 = 45
Long 141 = 30

Monday the 2d of June A D 1851
the first part of these
24 hours light airs from S.E.
and clear ships employed
boats looking for whales
and men the ice moderate
ships duty the middle part
the middle part light airs
from S.E. and clear ships under
short sail near the ice
the latter part thick foggy
at 5 P.M. spoke the ships
Corinthian of N Bedford

Lat 55 = 48
Long 141 = 45

Remarks on board his Majesty's Ship Investigator 1849

Sunday 1st of June 1849
The first part of these
4 hours light breezes from S.E. and
thick fog, this vessel under
short sail near the ice
at 6 PM saw a number of
Seals & Boats with no
success the Crew employed
in setting up oil casks
the middle part light airs
from S.E. and thick fog ship
as different last watch under short
sail the latter part the same
one man off duty sick

Monday the 4th of June 1849
The first part of these
4 hours light airs and calm
with thick fog ship near
the ice under all sail in
company with the Olympia
of Hull Beetford employed in
setting up oil casks
the middle and latter part
light airs from S. and clear
ship near the ice under all
sail & ship in sight

Tuesday the 5th of June 1849
The first part of these
4 hours light airs from S. and clear
ship under all sail near
the ice the middle part thick fog
the latter part the same
thick and foggy little ice
observed ship in sight

Lat 55-48
Lon 146-18

Journal of a Visit to New Zealand of H.B.M. Gray of Baxter 1855

Ship [illegible]

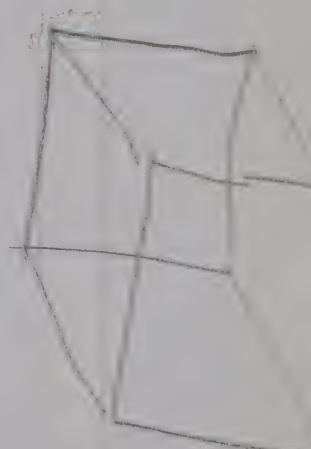
The first part of these
24 hours light airs from S and
calm ship under all sail
[illegible] the
past calm and thick fog
the latter part light breezes
from S.E. and thick fog steering
ship [illegible] all sail
employed in ship duty

Wednesday [illegible]

24 hours light breezes found D.R. S.
under all sail employed in ship duty
the middle part fresh breezes from D.R. S.
and thick fog steering ship [illegible]
all sail [illegible]
employed in drying studding sailes
Lat 58=27
Long 128=31

Sunday the 8 of June at 6 P.M. 1856
The first part of these

24 hours steering ship D.R. S.E.
under all sail employed in
Ship duty the middle part light



the ice and lay to with the
main yard aback the latter
[illegible]
the ice one ship in sight

Monday [illegible]

24 hours light winds from S.E. to
E. steady steering ship along
[illegible]
and steady ships near the ice
winds from E. to E.N.E. and thick
[illegible]
Board Hong by employed in

the ice at 3 Pm double reef the
unpleasant in this duty
the middle and latter part
light winds from S to SSE and
thick with rain two ships in
sight

11, 1
[illegible] 21 of June 1883
the first part of these
24 hours strong winds from SE &
and clear ship under close
top sails and near the ice
4 ships in sight the middle
[illegible]
and [illegible] part the
[illegible] and lowered
4 boats the B Boat struck the
whale made fast the ice, sa
ice last time, and the lines
at 8 A Pm came to the ship at 9
[illegible] at 10 at last
and last his whale in the ice
at 12 A Pm the B Boat got fast
and [illegible] whale in the ice

[illegible] 22 June 1883
the first part of these
24 hours strong winds and pleasant ship
in sight and boats chasing
whales at 2 Pm the B Boat
got fast and the line parted
[illegible]
[illegible]
[illegible]
[illegible]
and [illegible] ships in sight

Saturday 13th June A D 1857
the first part of these
24 hours light breezes from the S
and E[illegible] the ice
under short sail the middle
part light airs from the S and
SSW the latter part
strong breezes with
squalls the latter part all
hands employed in entering ice
at 11 finish entering

Thursday 14th June A D 1857
the first part of these
24 hours light airs from the S[illegible]
and clear employed stowing
away ice &c at 1 PM commenced
steering out of ship ice to the
westward the middle part light airs and
calm clear [illegible] and clear
ship ice to the westward
until the latter part the same
&c &c at 8 PM came in the towed
3 boats the B Boat got fast
and took him to the ship
all hands employed in
ice

Sunday 17th of June A D 1857
the first part of these
24 hours light airs from S SW
and clear ship under short
sail and [illegible] the ice all hands
employed in entering ice the
ship the first [illegible]
steering up the decked winds
SSW and [illegible] the latter part
the same winds the same
to all hands employed in keeping out
[illegible]

Lat 65-30
Lon 42-17

[illegible] 7 June A.D. 1850
[illegible] first part of these
[illegible] winds from E
and fog ships near the ice
employed in trying out under
short sail & ships [illegible] site
[illegible] middle part light winds
pour SE and clear ships under
short sail near the ice all
[illegible]
[illegible] last part employed
in stowing down and trying out

Wednesday 12th June A.D. 1850
[illegible]
24 hours first part fresh breezes prevailed & some
thick fog ships under short sail
sail near the ice all hands
employed in stowing down the
middle part light winds pour
with and clear ships under
short sail near the ice the
latter part the same

Thursday 13th of June A.D. 1850
[illegible] the first part of these
[illegible] pour [illegible]
[illegible] [illegible] [illegible]
[illegible] and [illegible] all hands
employed in trying out and
stowing down & ships in site
the middle part light airs
pour NW and clear ships
under short sail near
part the same Lat 55-27
Long 142-03

Barnum's Island Grog allowance

Saturday the 20th of June A.D. 1857

At the first part of these
24 hours ... light airs
and ... ships under short
sail ... the ice ... saw
in ... during ... the decks
washed ... the middle part
light ... and ... light airs
and clear ships under
short sail and near the
ice the latter part the
same the Larboard Boat
got lost and took him
to the ship ... hands
employed in trying out

Sunday the 21st of June A.D. 1857

At the first part of these
24 hours light airs from ... and
clear ships under short sail
near the ice all hands employed
in cutting in at 2 PM finish
cutting in 12 ships in sight
the ... part ... from ... and clear ships
under short sail ... the ice
28 ships in sight the latter
... employed in cutting ...
sail ... two men off duty sick

Monday the 22d of A.D. 1857

At the first part of these
24 hours light airs from ... and
clear ships under short sail
and near the ice all hands
employed in trying out and
stowing ... at 11 A.M.
... the ... part ... light
... and ... ships under
short sail ... the ice
the latter part the same at
... part ... out
... and ... with ...

and near the ice the middle
part light winds Snow &c
and foggy ship under short
sail and near the ice
employed in stowing down the
latter part the same two men
of duty sick

Tuesday the 24 at Noon A D 1858
the first part of these
24 hours light winds Snow &c
and thick fog with main
ship under short sail and
near the ice all hands employed
in stowing down two men
sick the middle
part light breezes from E by S
and thick fog with main
sail under short sail near
the ice the latter part employed
stowing down the ice ship in
[illegible]

[illegible] at Noon A D 1858
the first part these
24 hours light breezes E by S
foggy employed in cleaning
ship the ship under short
sail near the ice the middle
the middle part light winds
and thick fog ship under
short sail the latter part
the same employed in
cleaning ship two men
sick duty sick

Bound to Salem from Hong Kong

Sunday the 4th June A D 1859
the first part of these
24 hours light breezes from E SE
and thick fog ship under
short sail and mean the
ice all hands employed in
washing decks and painting ship
two men of duty each
the middle part light
breezes from E SE and thick
fog ship under short sail
and mean the ice the latter
part the same employed in
scraping decks at 8h PM finish
scraping the decks two men
of duty each

Monday the 27th June A D 1859
the first part of these
24 hours light variable winds
and thick fog with
rain ship under short sail and
mean the ice 2 ships in sight
employed cleaning ship the
ship the middle and latter
part light variable winds and
the same employed in
ship duty

Tuesday the 28th June A D 1859
the first part of these
24 hours light breezes from
SE and thick fog ship under
short sail and mean the
ice employed in trimming the ship
two men of duty each
the middle part light breezes
from SE and thick fog ships
under short sail and the
latter part the same

Remarks on Board Ship Champion for the

Sunday 21st June A.D. 1851

the first part of these
24 hours light breezes from S.
and thick fog ship under steam
sail and near the ice 2 ships
in sight nothing doing aboard
the middle and latter part
the same 2 men off duty sick

Monday 22d June A.D. 1851

the first part of these
24 hours light breezes from
and thick fog and many
the ships near the ice
under short sail two men
off duty sick the middle
part light winds from S.E
and thick fog standed with
main sail under short sail
and near the ice the latter
part the same two men off duty sick

Tuesday 23d July A.D. 1851

the first part of these
24 hours fresh wind from NW and
clear ships by and much pack
ice under short sail and near
the ice two men off duty sick
the middle part light breezes
and thick fog ship under
short sail and near the ice
the latter part stood eastward
in the pack and thick fog standed with
main at 9 a.m. let hands to quarters
by bells no nothing doing
two men off duty sick

Round the Isle Island of Spitzbergen A D 1855

Wednesday 4th day of July A D 1855
the first part of these
24 hours pale winds from SE and
thick fog bounded with rain
the latter part light winds
from SSE and thick fog with
rain the latter part the same
thick fog little or nothing
doing aboard ships

Thursday the 5th day of July A D 1855
the first part of these
24 hours light breezes from SSE
and thick fog under short
sail employed in ship duty
two men of duty sick
the middle part light breezes
from the SSE and thick
fog ship under short sail
and near the ice the latter
part the same employ in ship
the

Friday 6th day of July A D 1855
the first part of these
24 hours fresh winds from the
SSE and clear the ship under
short sail and near the ice
at 5 Pm saw whales and lowered
2 Boats the Boat got fast to one
and he run in the ice and we
lost him the middle part thick
from SSW and SE bounded with
rain ship under short sail
and near the ice the part
the same employed in breaking
out the fore hole for wash &
and wood two men of duty sick

Remarks on board the Steamer [illegible]

[illegible]
the first part of these
hours light winds from [illegible]
and fresh by the middle part
and near the latter a Sm
saw a ship in the ice
[illegible] in the
the Steamer saw one to the
[illegible] the first light winds
from North and Thick for
ships seeing each most of the time
the latter part ships unded
[illegible] saw whales
saw whales steered [illegible]
the B Boat not seen
and saw [illegible]
of duty sick

Sunday the 5th July AD 1857.
the first part of these
[illegible] and
hill and near the ice
steered down chasing whales
with no success at 8 PM
[illegible] the middle part light
[illegible] and saw
[illegible] the ice boats down after whales
[illegible] the first light winds
from West and foggy at 12
AM lowered the boats
and chased with no
success two men off duty sick

Bound South Sunday, [illegible] July [illegible] 1852

Sunday [illegible] 1852

At first part of these hours light winds from the N.W. and steady all hands employed in employed in getting ice at the same time in steering ye ship at the middle part light winds from North and cloudy the ships under shortened sail and near the ice the latter part light winds from [illegible] and foggy at 9 A.M. saw whales and lowered 4 Boats the starboard Boat got fast and took him to the ships at 5 P.M. came to the ship the middle part light winds from [illegible] and cloudy at 8 P.M. saw whales and lowered 4 Boats the L Boat got fast and took him to the ships two men on duty Sick

Monday [illegible] July [illegible] 1852

At first part of these 24 hours light winds from [illegible] and steady all hands employed in employed in getting ice at the same time in steering ye ship at the middle part light winds from North and cloudy the ships under shortened sail and near the ice the latter part light winds from [illegible] and foggy at 9 A.M. saw whales and lowered 4 Boats the L Boat got fast and took him to the ships

Sunday the 2nd Feby C.D. 1851

The first part these
24 hours light winds from the
and clear all hands employed
in cutting ice at 2pm finished
when the remainder of the ice
the middle part light airs
from the N.E. and thick
under close top sailes
and clear the ice the latter
part the same employed in
boiling out and stowing in
site one man of duty sick

Thursday the 6th Feby 1851

The first part these
24 hours light airs from E to E.S.E.
and clear ships under close
top sailes at 4 saw the
ice employed in trying out oil
the middle part light winds
from E.S.E. and thick for
ships under close top sailes
the latter part light breezes
from the East and foggy
employed in trying out
at 11 a.m. saw two whales but
did not lower for them one
man of duty sick

Friday the 7th Feby C.D. 1851

The first part of these
24 hours light winds from E & E by S
and clear saw two whales and
lowered with no success saw
the ice employed in
trying out the middle part
winds from E and hazy
ships under short sail employed
in trying out the latter part
the same employed in stowing
down one man of duty sick

Round to New Zealand and Wm Gray Master 1856

Saturday the 12th July A D 1856
the first part these
4 hours light airs from N W and
fine weather all sail
standing along the land
in sight employed in
[illegible] the same employed in
[illegible] the latter part
[illegible] hours from the first
employed in [illegible]
[illegible] saw in sight

Lat 55=21
Long 9 W 13

Sunday the
13 of July A D 1856
the first part of these
4 hours light airs from N W and
fine weather all sail
standing along the land
in sight employed in
[illegible] the same employed in
[illegible] the latter part
[illegible] hours from the first
employed in [illegible]
[illegible] saw in sight

Remarks on Board Ship Champion of L. 6

Monday 12th of July A.D. 1858
the first part of these
24 hours first hours fair W.S.W.
and clear ships under all sail
and employed in ships topw
the land distant about 15
miles off 15 ships in site
one man of duty sick
the middle and latter part
the same employed in
hoisting out stores out

Thursday the 15th July A.D. 1858
the first part of these
24 hours fair with light airs
and calm at times ships under
short sail and about 10 miles
from the land shoals bays
Harvest of First Flowers employed
in stowing down the middle
part light airs from S.E. and
clear steering ships W.N.W. under
all sail the latter part light
winds from S.E. and fine
ships under all sail employed
in stowing down one man
on duty sick

Saturday 17th July A.D. 1858
the first part of these
24 hours fresh winds North
and fine ship under all sail
and company with the
Barque Harvest of Tyne with
the middle but fresh hours
from N.N.E. and fine ships in
the morning ship to N.E. ward
and westward the land distant
21 miles steering ships under
all sail two ships in site
the middle and latter
part the same employed in hoisting
out for shoales and bringing
heads one man of duty sick

Round So. New Zealand & W. Coast 1851

Sunday 7th July & D 1851
the first part of these
24 hours light airs from N and
NE and calm Ships ships under
all sail steer for Ingloid
at steering all the hole and
morning & light airs from
ship E. & S. the middle
and latter part the same
employed in Ships duty
Lat. Obs. &

At 12 O.m. Sent the Mate
and with the Commission
at 8 A.m. the Capt Read
the Funeral Service over
and then Commanded
the body to the Deep

Monday 8th July & D 1851
the first part of these
hours light airs
and foggy Ships under all
sail the land Bon. NE
distant about 25 Mls the
middle part light airs
from NE and fog steering
Ships W. under all sail
the latter part wind the same
ships heading in for the land
at 10 A.M. Make Land
at 11 the Light and
saw the Ships Ramsay
of Leith

Remarks on board the Emperor of Russia

Saturday the 19th of July 1851

the first part of these 24 hours light airs and calms with thick fog and rain at 8 AM saw the land bearing N.E. by E. distance about 12 miles at 10 AM got a pilot on board and stood in for the land at 12 AM came to an anchor in 25 fathoms water the Baltic fleet lying by their anchors at 2 PM got under way and stood in for the land at 4 PM came to an anchor in 7 fathoms water the Baltic fleet lying by their anchors at 8 PM got under way and stood in for the land at 12 PM came to an anchor in 7 fathoms water the Baltic fleet lying by their anchors at 4 AM got under way and stood in for the land at 8 AM came to an anchor in 7 fathoms water the Baltic fleet lying by their anchors at 12

Journal of the New Zealand of J. Gray Master A.D. 1855

Sunday the 21 of July A.D. 1855
the first part of these
hours light and calm with
a little rain in the forenoon
and with the same in the afternoon
these 2 hours in shore after
which we had squalls and some
rain the middle part
light airs and calm with
thick fog the latter part
moderate and fine with
more the latter part the
same hours in shore employed
in shore fishing thick and foggy

Monday 22 of July A.D. 1855
the first part of these
hours light airs and calm
thick fog the latter part
moderate and fine with
these in shore employed
in shore fishing
the middle part
squalls at times accompanied with
the middle part with squalls
hours light and thick fog
more the same hours in
the latter part moderate
and the same employed in shore fishing same
as mean of this day

Tuesday the 23 of July A.D. 1855
the first part of these
hours light and calm with thick fog
at 4 P.M. took the anchor at 5 P.M.
stood the vessel in 22 fathoms
water employed in scraping Bone
the middle part light airs
moderate and thick fog
the latter part moderate
and fine with more
in 20 fathoms water
under the vessel stood the
latter part light winds from
the N.W. to N.E. these hours
employed in scraping the bones

Remarks on Board Ship Champion at K.K.

Thursday 24 of July 1851
the first part of these
2 hours light winds from SSE and
clear at 1 PM saw the another
ship, each all sail the middle
part light winds from WSW
and clear ship under all sail
employed in working ships to
the westward the latter part
calm ships bottom the Ship
Champion Island and the
western shore at 9 A.M. saw
saw whales and lowered 3
boats with no success 19
ships in sight one man
of duty sick

Friday the 25th July 1851
the first part of these
2 hours calm and lying by
his anchor near the western
shore the Boats in shore a
looking for whales at 3 PM
took the anchors and stood a
long the land 8 ships in sight
the middle part calm ships
to windward the latter part fine
ships under way at 9 came to
again 2 boats pulled in shore
to look for whales chased 2.
with no success spoke the
Delaware from Sunderland
12 ships in sight
one man off duty sick

Bound to the Island of Bermuda Nov 1815

Sunday 22 [illegible]
the first part of these
hours light winds from N.E.
and pleasant ships near the western
shore with all hands employed
with no sweeps the middle
part eastern ships to anchor
near the western shore [illegible]
[illegible] by this means the latter
part strong winds & hard thick wet
weather with rain at 1 PM
took the pilot [illegible]
[illegible] at 6 PM in shore [illegible]
the fore top sailes and sent it down
on deck and sent a mainsail and
[illegible] in the evening on the bought

Monday 23 [illegible]
the first part of these
hours strong winds from N.E and
thick rainy weather under double
reef top sailes and [illegible] by
the ship in latent sailes
the middle and latter part
the same ships between
this Island and the
western shore [illegible]
to under the sail [illegible]
[illegible] and the main sail

Land

Tuesday 24 [illegible]
[illegible]
hours the winds from N.E
and thick fog tended with
rain ships under double reef top sail and
[illegible] sails under short sail
the middle part the same
the latter part light winds
from N.E and thick [illegible] ships under
[illegible] the sailes [illegible] to ships at
anchors it 8 PM got the anchors
off the bought

Remarks on board the Champion at Sea

Thursday 29th July 1852
the first part of these
24 hours light winds from the eastd
and thick foggy inclined in ship
Lat one min of Lat 26
the middle part light airs
from ENE and thick foggy ship
under all sail steering along
the western shore the latter
part ship to anchor in 15
fathoms of water at 10 AM
took the anchor at 12 dropt it
again at 1 PM took the anchor
again and made all sail
Inclined in making Standing
Miles Boom 2 Ships in site

Wednesday 30th July 1852
the first part of these
24 hours gentle breezes from East
and clear standing up to Elbow
Island under all sail 4
Ships in site inclined in
Ship duty one man of duty
sick 2 ships burning by the
anchors in 9 fathoms of
water near Elbow Island
the latter part in the
anchor and put two ft
to look for water seen 4
whales at 10 came to anchor
at 3 PM took the anchor and
weather the NE inclined in
Ship duty

Round to Zealand & Gray & Minister & Co

[illegible] the [illegible]
the first part of these
24 hours light airs from the S.W.
and clear fine weather looking
for whales with no success
ships lying by their anchors near
by these Island in 12 fathoms
of water 15 ships in sight
one mile of each other
the middle part also
lying by their anchors in 14
fathoms of water nearby
these Island the latter part
light breezes from S.W. and
calm 10 ships lying by
their anchors in 14 fathoms
of water same weather ships
ice about to the ships one
mile of each other

Friday the 4th August A.D. 1837
the first part of these
24 hours light airs from S.W. and
thick fog ships lying by their
anchors in 14 fathoms of water
near by these Island and
the rest in the offing for some
hours [illegible] spoke
spoaken [illegible] ships
known the middle part the
same the latter part hove
in shore looking for whales
saw 5 whales and chased
them with no success

Sunday 3rd of August A.D. 1851
the first part of these
24 hours pass'd away as the
and clear boats all after whales
saw none took anchor and
worked ships near to the
Island let go the anchor
in 11 fathoms of water end
near of duty sick the middle
part calm ships lying by their
anchors near Either Island
in 12 fathoms of water the
latter part thick fog sent
the boats to look for whales
saw none

Monday 4th of August A.D. 1851
the first part of these
24 hours light winds from N.E.
and clear ships lying by their
anchors in 11 fathoms of
water near either island
boats at chasing whales at 5
P.M. took up the Larboard
anchor and let go the Starboard
anchor the middle part calm
and clear ships at anchor
in 11 fathoms of water
the latter part the same

Monday the
4th of August A.D. 1851
the first part of these
24 hours light winds from N.E.
and clear at 1 P.M. took the
anchor and made all sail
and worked to the Westward
P.M. handed the light sails
the middle part strong breeze
with rain at 12 P.M. close
reefed main top sail the latter
part strong winds from N.E. and thick
foggy ship under close reefed top sails
through the night at 9 A.M. saw
the Island at 12 A.M. saw
the ship in 7 fathoms of
water 1 Ship in sight

Round So Zealand to Fiji Voyage Hunter 1818

Thursday 5th August 1819
the first part of these
24 hours light winds from N.E.
and thick foggy weather
hove to and anchored in 9 fathoms
of water & Ships laying at anchor
two boats in shore on the look out
to inform the middle part strong
winds from N.E. and N.N.E.
Ships lying by his anchor in
9 fathoms of water with 30
fathoms of chain a head
at 4 AM in blowing heavy
from the westward at 5 AM
let go the Starboard anchor
with 25 fathoms of chain
a head to take the strain
of the starboard anchor the
ships being in 9 fathoms of water
and 15 fathoms stood for 20 miles
off and from off to in
at 7 AM in blowing heavy from
west with a heavy sea setting
against the ships & with most of
the ship to veer out pitch
homeward with at 7½ AM the
starboard cable parted and
brought all the strain on
the starboard anchor which was
2 or 3 the wind and sea
was so heavy the ships began
to bring home the starboard
anchor quite fast ship one
mile of the Harbors shifting
on shore on the starboard
cable parted ran to the anchor
having 60 fathoms of chain
ought on the starboard bow
and 60 fathoms ought on the
starboard anchor of course it
would be all most impossible
to heave them up but for the ship would
drift on shore we got all to
get tackles on the starboard cable

Remarks On Board Ship [illegible]

and passed it in highly sure
had the larboard chane in on
deck then manned the windlass
and hove up the starboard
anchor with 45 fathom rail and
ware off from shore steered the
course straight 20 [illegible]
[illegible] Lat [illegible] Long [illegible]

the first part of these
24 hours light winds from SW
and clear ships under all
sail near Flint Island this
day sent one man of duty
sick the middle part these
ships laying by their anchors
in 15 fathoms of water at 6
PM took anchor and made
all sail and bore to eastward
under all sail at 7 AM
let go anchor the latter part
calm at 1 PM took the anchor
and steered ship to eastward
saw boats in shore with the look out
saw whales and many birds sick

Thursday 4th August 1825

the first part these
24 hours light winds from SE
and clear ships under all sail
saw Flint Island this day sent
one sick to the middle part light
winds from East steered
ships E.N.E. under all sail
the latter part saw whales
and aboard with no success
ships under all sail
2 ships in sight one man
of duty sick

Journal of the Ship Master 1855

Friday 3rd August the first part of these
24 hours light winds from N.E.
and clear at 3 P.M. took in
lights sailes and saw something
[illegible] we could not
make this out to be but
with the latter part middle
more S.W. and clear ships
under all sail employed
making ship to the eastward
under all sail two boats
in shore looking for whales
with no success

Saturday 4th of August A.D. 1855
[illegible]
24 hours light winds from N.E. to
and thick foggy ships under
all sail near the mission
shore boats in shore on
the look out for whales
employed in driving home and
stowing it away at 6 P.M.
thunder showers the mission
boat hoist in its sails and
steady ship on the western
shore and working her to
the eastward under all sail
at 9 A.M. took in the lights
sailes the latter part light
winds from the westward ship
under all sail 5 ships in
site employed in ship
duty one of duty Dick

Remarks On Board Ship Champion of N. Bedford

Sunday the 10 of August 1856
the first part of these
light winds from
W.S.W. and clear ship under
all sail and the land
about at 8h Make the ships
Sch. Bunker of N. Bedford
and boats at different jobs
also board ships the middle
part light airs and calm
ships under all sail heading
to the S.W. the latter part
light airs from N.E. and
fair ships under all sail
near the western shore
ships in the vicinity of us

Monday the 11 of August 1856 ...
the first part of these
hours light airs from E. S.E. & S.
and clear ships under all
sail and heading to westward
little or nothing doing
aboard the middle part
light airs from S.E. and
clear steering ships W.S.W.
under all sail the latter
part light breezes from E.
and hazy employed in
washing ship & the people
all paid away employed
in boiling down and
stowing it down in
the fish hole
one man off sick

Saturday 12th August 1855

the first part of these
24 hours fresh breezes from NE and
boat ships under all sail
and running big to the S W
during these
6 ships in sight the middle
part light airs and calm
at 8 PM came to anchor
in 18 fathoms of water
near the western shore the
latter part light airs and calm
this made day with all sail
set 7 ships in sight at 9 AM
lowered 2 boats saw one whale

Sunday 13th August 1855

the first part of these
24 hours light breezes from ships
lying by his anchor in 12 fathoms
of water one man off duty sick
the middle part light airs
from all points of the compass
the latter part ships lying by
his anchor one boat absent
Lay the Boat got to a whale
and took him alongside
one man off duty sick

Monday 14th August 1855

the first part of these
24 hours light airs from SE and
calm this day ships at anchor
in his anchorage 12 to 18
fathoms of water one whale
first whale from the latter
part of the middle and
this evening in at 8 PM
finish cutting saw much
boats in the
the Western Shore
one man off duty sick

Journal on board H.M. Transport [illegible]

[illegible] 1st August AD 1868

[illegible] the first part of these
[illegible] [illegible] [illegible] this
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
of water near the western shore
[illegible] [illegible] [illegible] Land
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]

Round Section Portland 1 Pkg. Master 1850

Sunday the 17th August AD 1856
the first part of these
24 hours light airs from NE to
NW & fine weather the middle
part light airs from NW to
SW & fine weather employed
in landing the Pilot from
the Brig Portland which lay
at anchor in the Roads
off the Light House & in
getting under way & standing
out to sea the latter part
light airs from SW to SE
& fine weather employed
in standing off & on
under all sail

Monday the 18th August AD 1856
the first part of these
24 hours light airs from NE to
NW & fine weather employed
in standing off & on
under all sail & the middle
part light airs from
SW to SE & fine weather
employed in standing off & on
under all sail the latter
part at 5 PM lowered
a boat & sent her
on board the Brig
Portland which lay at
anchor in the Roads
off the Light House
& in getting under
way & standing out
to sea

Round N. New Zealand A. B. Gray Master 1855

Sunday the 22nd August A.D. 1855
the first part of these
hours light airs and calms
have boats a whaling ship to
anchor in big Chanter bay
in 13 fathoms of water employed
in heaving up and hoisting down
the middle part the same
the latter part light airs from
S.E. with fog two boats returning with
the rest of the men employed
in stowing down and heaving up

Monday the 23rd August A.D. 1855
the first part of these
4 hours light airs and thick fog
employed in heaving down
and starting water two boats
[illegible] with no change
the middle and latter part
fresh breezes from S.E. & ship
ship lying by her anchors in
13 fathoms of water in big chanter bay
with 45 fathoms of chain veered
a boat sent running from the ship
employed in stowing down
at 6 PM finish stowing down

Tuesday the 24th August A.D. 1855
the first part of these
4 hours strong winds from S.E.
and thick with rain ship
lying by her anchors in big chanter bay
in 13 fathoms of water with 45
fathoms of chain ahead ship riding
the same at anchors the middle
and latter part strong winds and
thick fog ship at anchors in the bay
the latter part at 10 AM
fog cleared away the boats
[illegible] ship at 12 AM
[illegible] the boats again
[illegible]

Extracts from Journal kept on board His Majesty's Ship Champion A.D. 1852

Friday the 1st of August A.D. 1852

The first part of these
hours fresh breezes from S and
by W. Employed in the bay
the middle part light airs
from S and by W. Employed
in the bay unrigging ship
and in the latter part
employed in trying
and the latter part
employed in trying
and the latter part light airs
from S and by W. Employed
in the bay unrigging ship
and in

Bound to New Zealand & Peru, Master, 1853

Saturday 2 of Sept 1853
the first part of these
24 hours light breezes from N.W. and
clear fine weather employed
employed in boiling out
Starboard down the middle
cabin and steerage at anchor
two boats off after whales
with two sloops employed in
boiling out and stowing down
the latter part light winds
from N.W. and pleasant ship
at anchor in the two boats
after whales employed in
stowing down one man of
boats sick

Wednesday the 3 of September A.D. 1853
the first and last
24 hours pleasant weather and clear
ship at anchor in the bay in 14
fathoms of water the boats
having returned employed
out at 4 P.M. took the anchor
& a little past light airs from
SE and took up the
bay anchor & the
in 14 fathoms water the latter
part light breezes from the westward
ship at anchor in the bay
employed in trying out

Thursday 4th Sept A.D. 1851
the first part of these
24 hours light variable winds
and pleasant ship at anchor
the boats employed trying out
as many as could be
the night part light airs from
[illegible] employed trying out
employed in stowing down

Journal of Board Ship Champion of N. B.

Saturday 1st Sept A D 1855

The first part of these 24 hours light airs and calms at anchor in the bay boats chasing whales the rest of the day light airs and calms with rain the middle and latter part light airs and calms with rain from the ship lying by her anchors in big chantee bay the boats off chasing whales the W Boat got fast and iron came out and lost him the A Boat got fast and took him to the ship [illegible] chasing them

Saturday 8th Sept A D 1855

The first part of these 24 hours light airs from S S E and clear ship at anchor in the bay the boats off after whales ship keepers employed in scraping bone the middle part light airs from W and clear ship to anchor in the bay the latter part fresh breezes from W N W and clear ship at anchor [illegible] and two boats off after whales at sunset light airs and calms

Sunday 9th Sept A D 1855

The first part of these 24 hours light airs and calms and clear boats off chasing whales with the ship at anchor in the bay the middle part light airs and calm ship at anchor the latter part light airs and calms ship to anchor in the bay 4 boats off chasing whales employed in [illegible] and scraping bone [illegible]

Sunday the 6th Sept at D 1857

the first part of these
hours light winds from S.E
and these ships at anchor
with the boats employed
and two boats off shoaling
the middle part the same
the latter part light winds
from the eastward with
one man of duty sick

Tuesday the 8th Sept at D 1857

the first part of these
hours light winds from S.E
with the boats employed
both shoaling from the same
boats off shoaling variables with
in sight the Head ships employed in trying
the middle part light
from the eastward ships at anchor
the latter part the same boats off
shoaling variables the Boats employed
up to one and the boat sent missing
from one man of duty sick

Wednesday the 9th Sept at D 1857

the first part of these
hours light winds from
the eastward ships at anchor
in number two boats off shoaling
with no Vessels the middle
part the same the latter
part light winds from the
eastward two boats off shoaling
with main
hours part first and last
hours the ships at anchor
commenced cutting at 5 pm
finish at 6 pm the boat
missing

Remarks On Board Ship Thomas Hall

Thursday the 11th Sept. A.D. 1856
the first part of these
winds from 4th
light winds and thick weather
at anchor in the bay the latter
part with heavy rain and
winds [illegible] employed in
[illegible]

Friday the 12th Sept. A.D. 1856
the first part of these
hours fresh breezes from S.E. and
[illegible] at anchor in the bay employed
in [illegible] the middle part
[illegible] cloudy tended with rain
[illegible] at anchor in the bay
two boats off chasing whales
employed in [illegible]

Saturday the 13th Sept. A.D. 1856
the first part of these
24 hours light winds from the
[illegible] the middle the
latter the most of the time
employed in [illegible]
[illegible] by his anchor in the bay
in 14 fathoms of water

Thursd, a fine pleasant day Mustr 15

to middle part of the day.
the winds came on to blow from
the west & took our anchor
and run the ships near the
land to get a Lee from the
sea wind at the time
the wind was blowing from
N.W. by W. we with the land
sailing most-large was thought
most safe for the Land was
a round to us so that the
wind must fall head on when to blow
& Hand. ~~&~~ over the ships 6 P.M. the wind
had increased to a heavy Gale sky,
in about 14 fathoms of water being
about 15 fathoms shoal, in 23 miles
or more of which cossed the ships
to Labor Steadily riding by his anchors
ahead to the Sea; with having two
anchors ahead with 90 fathoms of
cable each on the Starboard anchor
which was 1200 lbs and 60 fathoms
weight on the Starboard anchor
of which was 2600 lbs at 5 P.M.
blowing hard and tumultuous sea
arising sun after the Land breeze
Started in the wind at
the same time the Starboard anchor
began to come home ships drifting
as fast as the wind and sea would
let him go Sailing on to a weight that
made weight from a point & makes
ship Labor & with both the Bowers
and 1st reef in the Starboard mizen
off by the 2 reefs and let it more
inland the wind Ships and have up on
the Larboard tacks and stood off
to Sea from the Starboard anchor
at 6 P.M. so found it weight that
one fit and to when the Ships most
visit and Just cleared the rocks
about two Ship Length the Breakers
flying over that high

Log of Brig Champion of N.B

the latter light variable in working ships through the Passage between Hill Island and big Manitou Island and Journeyed for astern steam Sailes as the ships lit Pleasure Harbor Bore N 45° W and clear with a Passage Sail running from 7 to

Sunday the 14th of Sept A D 1856
The first part of these 24 hours fresh gales from the westward the last part Light variable and Calm Employed in Passing up the Lakes the middle and latter part the same employed in Passing out ships off Big Chantier Island under all Sail

Monday 15th At Chantier Island
The first part of these 24 hours light Airs from W, and Calm by noon Big Chantier Island bore about 2 miles off employed in Passing out Steamboat Schooner Sloops &c &c Last Hair anchor in the same Sail one man at duty Light, the middle and latter part light airs from W to W by S Clouds ships under short Sail Passing of Big Chantier Island

In the Catskill steam Boat Yacht Master of 1856

Wednesday 16th of July 1856
the first part of these
[illegible] 4 oclock
and steering about [illegible]
the light of big shanty island
and found [illegible] steering
down the middle part the [illegible]
the latter part light winds and
variable steering all sail
round the shanty island some
[illegible] at shanty boats some
steam [illegible] and [illegible] heard of
during this

Thursday 17th of July 1856
the first part of these
[illegible] all sail
[illegible] the same [illegible]
[illegible] and [illegible] steering
[illegible] ships in sight one
[illegible] passed the Middle
part the Same the latter part
light winds from N E and
[illegible] with [illegible]
[illegible] and [illegible]
[illegible] steering
[illegible]

Friday 18th of July 1856
the first part of these
[illegible]
[illegible]
[illegible]
Steering the middle part heavy winds
from N E and clear steering ship
[illegible]
[illegible]
[illegible]

the first of these
all sail the middle part light
winds from W to N and clear
the main yard at dash the latter
and cloudy ship under all
sail heading N.E. to E
Lat 53=06
Long 137=

Saturday the 20th of Sept A D 1850
the first part of these
hours fresh breezes from W to N
and cloudy ship under all
sail on Sprit sail yards the
the middle part strong winds
from N to N.E and cloudy ship
under close top sails at 9 A M
veer the top sails the strong
latter part strong winds and
cloudy at 2 P M handed the
main sail at 11 P M more
all hands to the watch
employed in the ship duty two men
off duty sick

Lat 52=56
Long 141=24

Sunday the 21st of Sept A D 1850
the first part of these
hours strong from N.E and cloudy
the middle part strong winds
from N to N.E and clear ship
under close reef top sails
with jibs and main sail furled
the latter part ship under
all sail heading to the
Eastward under all sail
two men off duty sick

[illegible] Sebastian Jno. Gray Master A D 1855

[illegible] the 22d of Sept A D 1855

the first part of these
24 hours strong winds from North
and clear ships under double
reef top sailes with at heavey
Sea running from the Eastward
Same five Knotes the middle
part strong winds from N
and clear steering ships
[illegible]
nothing doing aboard the latter
part the Same Lat 54 = 50
Long 143 = 25

Sunday the 23d of Sept A D 1855

The first part of theas
24 hours strong winds from NNE
and clear steering ships WbS
under all sail at 5 PM
double reef the top sailes and
[illegible]
the middle part strong winds
from NE and clear steering
ships WbS under all sail
the latter part the Same employed in
getting the anchor on bows and mending
the sailes Lat 53 = 25
Long 158 = 06

Monday 24th of Sept A D 1855
The first part of theas
[illegible]
under all sail employed in mending
sailes the middle part light
winds from NE and clear
steering [illegible]
[illegible]
[illegible]
[illegible]
sailes
Lat 55 = 10 Lat 54 = 05
Long [illegible] Long

Saturday 25th ... 1856

the first part of these
... light winds
... ship ... boat hauled
to the north under all sail
employed in mending suits
... main of duty sick

... middle part ... to
... NE and ... ship
... hauled under all sail
the latter part the same
little or nothing doing

... 26th ... Feb ... 1856

the first part of these
... light ... and
clear ships under all sail
heading E by S at 1 PM saw
whales at 2 PM lowered 4 boats
with no success at 6 came along
side and hoisted up the boats
the middle part light airs
from NW & and clear ship
under all sail on different
tacks employed in ships duty

Saturday 27th of Feb ... 1856

the first part of these
... light ... to
NW & and over cast ship under
all sail and on different tacks
at 2 PM saw whales and lowered
... boats and ... with no
success at ... to the ship
and hoisted up the boats
the middle part light airs
from ... to ship
under all sail and on different
tacks the latter part the same
employed in ...
... and piece the ...
... ship's duty ...

Sunday 9th September A D 1855
the first part of these
24 hours light winds from all
and clear at times at 12 oClock m
[illegible] at times at 1 P M
lowered 3 boats and chased him
with no success at 6 P M came
to by long side and hoisted
in the boats sent down the
[illegible] and bent it
[illegible] and latter
part light airs from NNW
and hazy ship [illegible]
Gazey sail and on different
tacks at 8 P M ship under
all sail [illegible]
[illegible] at forty min
Lat 35 52=06
Long 138=21

Monday 10th September A D 1855
The first part of these
24 hours light [illegible]
at twenty min 7
at twenty ship under all sail
employed in ship duty steering
ship under all sail
the middle part light winds
from [illegible] and [illegible]
Gazey sail and different tacks
the latter part light winds
from NNE and [illegible] under
all sail standing in for the
land [illegible] and
finbacks employed in
mending old sailes
one man of duty sick

Lat 35=00
Long 135=06

Aboard Ship Champion of N.B

the rest part of these
Hours light winds from South
And fine at 1 PM saw the
land bearing East distant about
20 Miles at 3 PM the Boats lowered
for right whales the Starboard
Boat got fast and soon after
lost it the whale the middle
And Larboard part heavy Gales
[illegible]
[illegible]
[illegible]
Sail and Stow the Ship to
under Storm Sailes
Blowing heavy from S S E with
Rain at 11 AM handed the
[illegible]
Mustered
Mustered all to quarters & the gale
Past The Boats up on the cubbes
[illegible]
[illegible]
[illegible]
[illegible]

one man off duty sick

[illegible]

Wednesday 24th October 1849

the first part of these
24 hours heavey Gales from S.S.E
& S.E. with rain ships
trying to ride out the storm
S.E. by E. the most part of
the day & night the wind moderated
towards morning to nearly a calm
leaveing Sea tumbling in all
Ships at the same time a
Heavey Sea Broke upon the Larboard
Bow Staving in the bull warkes
[illegible] a number of Stanchions
in the Larboard main rail splitting
Starboard main rail about 15 feet fore
part sitting the water down in the
hold by buckets hove out, stove up
two Casks and put into the hows
[illegible] ships
Labouring and Smacked about
Exceedingly so that the strong
lids for top sail mast in
hole tore a considerable rather
Damage the middle and latter part
Heavey gales from S.W. and Squaley
[illegible] ships
ship his Starboard Anchor adrift
Also a heavey Sea running from
[illegible] the remainder
of the main top sail hows
one deck an Iron a mother
[illegible] yard

Wednesday the 2 of October 1855

The first part of these heavy Gales from NW and squalls and rain ships under Storm Sails at 3 PM Set the fore top Sail Stud sail reefed the middle part strong winds from NW and clear ship under close reef top Sailes and fore Sail ship heading to the Westward with heavy Sea running from the same the latter part strong winds from NW and heavy Squalls ship under double reef top Sails reefed in Ships duty &

Lat 56=20
Long 153=17

Thursday the 3 of October A D 1855

the first part of these heavy winds from NW and squalley ship to the westward under close top Sailes with a heavy Sea running from same the mizen top Sail Stud sail & gaff Sailes one and bent to do the yard the middle part strong winds from NW and heavy Squalls and rain ship lay to with Sailes as it is impossible to carry Sail double reef the top Sailes and fore Sail the Gales and rain Sail to heavy Sea running the latter part the same

Saturday [illegible]

24 the first part of these hours strong winds from N.W. & W.N.W. heavy squalls ship under E.B. sail standing to Southward The middle part strong winds from N.W. hauled with heavy hail squalls ship [illegible] to [illegible] the last part the same [illegible] in sail and making sail.

Lat 54=08
Long 152=27

Sunday 5th of October A.D. 1851

The first part of these
24 hours strong winds from N.W. and squalls ship under [illegible] of sails employed in standing to the N.E. the middle part the same the latter part light Variable ship under all sail employed in ships duty

Lat 52=40
Long 152=10

Monday 6th of October A.D. 1851

The first part of these
24 hours light breezes from N.W. & W.N.W. [illegible] all sail standing to the westward employed in ships duty
The middle part [illegible] ship under [illegible] sails standing to the westward the latter part [illegible] ship under Double reef top sails steering [illegible] Cape Edgecumbe Took employed in mending old sails

Lat 52=22.
Long 151=16

Thursday the 9th of October A D 1851

The first part of these
[illegible] hours [illegible]
and thick at 2 P.M. double reefed
the top Sailes at 3 P.M. wore ship
[illegible] at 4 P.M.
Sent down the gib sail and
Sent up a mizen sail and
Sent it to the yard and
Past reefed the top Sailes and for
sail [illegible] under that reefed Sailes
and all the mizen Sails
employed in mending Sailes
the middle part strong [illegible]
SE and thick ship under
Close reefed main top Sail
The latter part strong winds
[illegible] SSE and clear at
Times ships under Close tops
[illegible] employed in mending
Sailes and picking oakum
Two men off duty sick

Lat [illegible] = 33
Long 153 = 54

[illegible] October A D 1851

The first part of these
[illegible] and thick log ship under
Close Sails the middle part
strong winds from SSE and
Clear the latter part strong
winds from SE and clear
steering [illegible] between the
Islands of
At 8 A.M. saw a Island bearing
[illegible] that [illegible]
Ships in between the two Islands
with Baffling winds and in a
tremendous tide rips

Lat [illegible]
Long [illegible]

Remarks On Board Ship Champion of 128

Saturday 11th October A.D. 1884
The first part of these
24 hours strong winds from
Steering Ships Course under all
Sail at 6 P.M. crossed the main
yard and employed in mending
Old Sails the middle part the
same the latter part hands
and variety two men off duty sick

Sunday 12th October A.D. 1884
The first part of these
24 hours strong winds from S.E.
and thick and rainey at 3 P.M.
handed the night sails at 4 P.M.
shaed all three top sails and
hoysed reef them handed with
Ships Sails for the night employed
in Ships duty the middle part
Strong winds from S.E. and thick
Steering Ships Course under reefed
Top Sails and reef main Sail
The latter part strong winds from
W.and cloudy Ships under all
Sail at 8 P.M. set the top
Studding Sails little or nothing
[illegible]

Monday 13th October A.D. 1884
The first part of these
[illegible]
Cloudy & D.R. under all Sail
two men off duty sick
The middle part fresh breezes
from W.and clear Steering Ships
Course under all sail the latter
[illegible]
[illegible]

Thursday the 14 of October A D 1858
the first part of these
24 hours strong winds from W
and W by W and fresh breezes
and passing showers Steering
Ship E by S under all sail employed
in mending old Sailes and
Drawing yarnes the middle part
light airs from W and W by W
and clear weather Steering Ship E by S
under all sail the latter part
the same two men of duty sick
Lat 44°58
Long 169°12

Friday the 15 of October A D 1858
the first part of these
24 hours fresh breezes from W
and clear Steering Ship E by S
under all sail at 12 Hr Sent down
the fore top sail and sent aloft
the main top sail two men of duty sick.
The middle part fresh breezes
from W by W and cloudy and
Squally showers Steering Ship E by S
under all sail the latter
part the same employed in
Mending old Sailes

Saturday the 16 of October A D 1858
the first part of these
24 hours fresh breezes and
cloudy Steering Ship E by S
under all sail employed in
Mending Sailes one man of duty sick
the middle and latter
part fresh breezes from W
and clear Steering Ship E by S
under all sail employed in
Mending old Sailes

Remarks on Board Ships [illegible]

Friday the 17th October A.D. 1884
The first part of these
[illegible] light winds from S and S.W.
Steering Ships E by N under all
Sail at 10 A.M. Set the Studding
Sailes employed in mending
Sailes the middle part
light airs and calm with
Fore Ships under all Sails
the latter part light breezes
from N.W by W and thick fog
employed in fitting Studding
Sailes Booms and Gaff
Steering Ships one man off
Duty Sick

Saturday the 18th of October A.D. 1884
The first part of these
[illegible] light airs and calm
some rain with fog Ships under
all Sails on the Starboard tacks
Employed in fitting Studding Sails
Booms and Gaff the Middle
and light airs and calm Ships
under all Sail and on the
Starboard tacks the latter
part light airs from S.W and W
Steering Ships E by N under all
employed in Ship duty one man
Sick

Sunday 19th October A.D. 1884
The first part of these
24 hours fresh breezes from W by W
and thick foggy Weather Ships
under all Sail employed in
Ships Duty on Board the
Middle part light airs, from
W and thick Steering Ships E by N
under all Sail the latter
[illegible]
Doing aboard Ships

Lat 46 = 28
Long 135 = 18

Monday the 20th of October A D 1856
the first part of these
4 hours fresh breezes from W' and
W.N.W. Steering ships B S under
all sail employed in ship duty
the middle part fresh breezes from
W' and W.N.W. steering ships B S under all sail employed
in mending sails one man on duty sick
Lat 46-1 N
Long 172-2 E

Tuesday the 21st of October A D 1856
the first part of these
4 hours fresh breezes from W' and W.N.W.
and steering ships B S under all sail employed
in mending sails one man on duty sick
the middle part fresh breezes from
W' and W.N.W. and steering
Ships B S under all sail employed
in mending sails one man on duty sick
Lat 44-49
Long 169-09

Wednesday the 22nd of October A D 1856
the first part of these
4 hours fresh breezes from W' and W.N.W.
and steering ships B S under
all sail employed in mending sails
the middle part fresh breezes from
W' and W.N.W. steering
ships B S under all sail employed
in mending sails one man on duty sick

Lat 43-20
Long 161-41

[illegible] [illegible] [illegible] [

Journal for Ship [illegible] of [illegible] Master A D 1858

Saturday the 20th October A D 1858
[illegible]
[illegible]
Wind South by East Steering
[illegible] Ship under all Sail
by the Log & Lead & found
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
With rain at 8 PM Set Steering
Sailes for and Shott variation
Making Spurn by and Lat 41=03
Long 159=14 West

Sunday
the 21st October A D 1858
the first part of these
[illegible]
[illegible] with rain Steering
this Shee under all Sail
Employed at Small jobes in the
Rigging [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
Lat more
Long more

Monday the 22 of October A D 1858
the first part of these
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Steering Ship S.E.B.S. under double
reef Top Sailes the latter part
Fresh Breezes from W. and over cast
Steering Ship S.E.B.S. under all sail
At 8 A.M. Set Steering Sailes
Employed in Pilot Fashion

Lat 36=26
Long 154=50 west

Steering Ship S.E.B.S. under
the first part of these
Over cast Steering Ship S.E.B.S.
Ships under all sail and on the Starboard
Tack the middle part
the
Steering Ship S.E.B.S. under
All Sail the ~~moderate~~ fresh gales
And clear Ships under all sail
Employed in mending Sailes

Lat 35=20
Long 154=19

the first part of these
Ships under all Sail and
Ship under all Sail and Set
Hauled on the Starboard tack under
All Sail employed in mending
Sailes the middle and latter
part light airs from S.E. and clear
Ships Set hauled and on the
Starboard tack under all sail
Employed in Seaman like

Friday the 31st of October A D 1851
the first part of these
24 hours light airs from S S E
these ships on the starboard tack
and under all sail employed in
washing down the middle and
main mast yards & rigging &
Cows at 8 A M & under all
sail employed in washing and smoothing
down Lat 33-16
Long 183-58

Saturday the 1st Nov A D 1851
the first part of these
24 hours light airs from S & and
Calm part steering ships
S E & E under all sail
employed in Burnishing
down the middle and latter
part the same at 30-48
Long 183-59

Sunday the 2d of Nov A D 1851
the first part of these
24 hours fresh breezes from S S E
& E Generally steering ships
S E & E under all sail
employed in smoothing down
the middle mast yard & rigging
& and clewing ship on the starboard
tacks under all sail the latter
part fresh breezes from S S E and
Cruising ships under all sail
& Laid on the starboard tack
Lat 30-14
Long 183-22

Monday the 3d of Nov A D 1851
the first part of these
24 hours fresh breezes from S S E and [illegible]
[illegible] starboard tacks the latter
the middle part fresh breezes & cloudy
with rain [illegible] [illegible] [illegible]
[illegible] employed in washing ship

Lat 29-27
Long 182-27

[illegible] Ships Company [illegible]

Tuesday the 2d Nov 1858
the first part of these
24 hours past hazey pour Weather
and thick with rain Ships
Our the Starboard tack under all
sail employed in washing Ships
ship middle [illegible] light winds
from SE and thick with rain
Ships under all sail and on
Different tacks the latter part
the same employed in washing
Ship and mast

Wednesday the 3d Nov 1858
the first part of these
24 hours light and baffling winds
and rain ships on different
tacks and under all sail
employed in washing hose and
Paint work the middle part
fresh gales all hands employed
Ship in Different and working
to the Southward under all sail
the latter part employed in
Extra Smartning Hose and mending
the Rigging

Lat
29=19
Long 151=55

Thursday the 4th Nov 1858
the first part of these
24 hours with rain from SE
and then Ships on Different tacks
and under all sail employed
Scrubbing hose and washing decks
The middle part calm Ships
under all sail the latter
part squally pour and Ships
Ships under all sail and on
Different tacks employed in
Different Jobes

Friday the 7th of Nov AD 1856
the first part of these
24 hours light winds from E and
thick fair weather
but under all said imployd
in Sailing Ship the middle
and latter part of the
first hour [illegible]
Ship on the larboard tack
under all Sail imployd in
Working Ship the
Hour a Duty Sick Lat 27-42
Long 152-22

Saturday the 8th of Nov AD 1856
the first part of these
24 hours light winds [illegible]
and thick weather
Sail under all Sail imployd in
Working Ship the middle
and latter [illegible]
Ship on the larboard tack
Sail the latter part winds E
Steering Ship [illegible]
Sail imployd at working at
the rigging one man off Duty Sick
Lat 25-55
Long 154-54

Sunday the 9th at clear AD 1856
the first part of these
24 hours light winds from East
and fair [illegible]
all Sail imployd [illegible]
of the middle and
latter part light winds
[illegible]
Western track

Lat 24-50
Long 153-40

Sunday [illegible] A D 1855
the first part of these
[illegible] Steering Ship S B & under
all Sail Employed in Study
the middle part light airs
& Calm Ships under all
With much rain Steering
Ships & under all Sail
Employed in Smoking Ships
Lgt 23=35
Long 132=20

Tuesday [illegible] A D 1855
the light part of these
[illegible] Ships Steering Ship
S B & under all Sail Employed
In Smoking Ships the middle
part [illegible] the same

Lgt 20=54
Long 132=59

[illegible] [illegible]
the first part of these
[illegible] Ships Steering [illegible]
under all Employed in [illegible]
the middle part
[illegible] the latter part of
[illegible] made the land of [illegible]
[illegible] [illegible]
[illegible]

Record of the Life Saving Station

Thursday the 13 of Nov A D 1885
the first part of these
24 hours light airs from the
East variable this part by the
Crew in the discharge of their duties
the latter part employed in
Going after a anchor & cable
Landed off from shore the expenditure
the hours
Friday the 14 of Nov A D 1885
intervening the the first part of these

24 hours light airs and cloudy with
rain showers this part by the
crew in the discharge of their
duties the latter employed in
Getting their carpenter tools ashore
to repair boat and the latter
part the time employed in port

Saturday the 15 of Nov A D 1885
the first part of these
24 hours light airs from West and
West all hands employed in painting
Station and the carpenters to work at
the boat this part by the crew in
the discharge of their duties the latter part the
time all employed in hauling
Out the pier hole by day 3 men name
By board proceed to Wellfleet a distance
The damages done in the Colrain Store
by the ice and recieve another instruction
this hazen at the Life Saving Station this
Wellfleet by the (?) Commander

Sunday the 16 of Nov A D 1885
the first part of these
24 hours light winds Southerly and rain
squalls this part by the crew in the
discharge of their duties and this part
nothing remarkable the men ashore
on duty

Remarks on Board the Champion of the Seas

[illegible] the 19th day of June A.D. 1857
the first part of these
24 hours [illegible] Employed
Employed in Bracing
Ship [illegible] the latter
Part the Same all hands
employed in Breaking out cargo
Received and Putting it on Board
of the Champion of the Seas

Thursday the 18th day of June A.D. 1857
the first part of these
24 hours light breezy from W.S.W.
and Squally Ship lying by
her anchors in Sandy Hook
Bay the Carpenters to work
on the hold and all hands
employed in Breaking out
the for hold and putting it
on Board the Champion
of the Seas the latter part
of day discharged Mr Williams
& Mr Lunt Pilot, Mr Webster
& Ds Sailors

Friday the 19th day of June A.D. 1857
the first part of
these
24 hours employed in Breaking
Cargo out of the for hold and
putting it on Board the Champion
of the Seas the latter part
All hands employed in Breaking
Cargo and the Carpenters to
Work on the hold

[illegible] the Harbour of Cork & S Gray Master A D 1850

Wednesday the 20th of June A D 1850
the first part of these
24 hours light winds from SE
and fair Sunday Ships lying
By their anchors in this Hbr
all Hands employed in Bending out the
Sails to get the Ship Loaded &
Hove to Carpenters to work at the Ho

Thursday the 21st of June A D 1850
the first part of these
24 hours light winds from SE and
fair Ships lying by their anchor
In this Hbr all Hands employed in
Taking in Ballast & Coals Harbour
Carpenters to work at the Ho

Friday 22d of June A D 1850
the first part of these
24 hours light winds from S and
fair Ships lying By their anchors
in this Hbr all Hands employed
in Ballasting & Coals Carpenters
in at fitting the Boom &c
latter part the hours

Saturday 23d of June A D 1850
the first part of these
24 hours light winds from SE
and fair Ships lying by their anchors
in this Hbr all Hands employed
in Ballasting & Coals Carpenters
at fitting the Boom &c latter
part the hours

Sunday the 24th of June A D 1850
the first part of these
24 hours fresh breezes from SE
and Cloudy Ships lying in
their anchors in this Hbr
So Day the men a shore
on Liberty the latter part

[illegible] Ship Hero Champion

[illegible] the 25 of [illegible] A D 1855
the first part of these
24 hours light breezes from N.W.
and [illegible] Ships Company
employed in [illegible]
[illegible] hands employed in Breaking
[illegible] forward to get Ships Lower Hold
up [illegible] the Carpenters employed
in [illegible] on the Bows Sheathing
the latter part the same

Thursday the 26 of [illegible] A D 1855
the first part of these
24 hours light winds from S.E
and fine wet [illegible] hands employed in
Breaking [illegible] forward the
latter part same putting on
Coppers and down Sheathing
the Carpenters to work at the
same

[illegible] the [illegible] A D 1855
the first part of these
24 hours fresh breezes from S.E
and [illegible] Ships Crew employed
[illegible] hands employed in Ships
[illegible] the Coppers the
Carpenters [illegible] on Sheathing
the latter part Same as Ship
in the bay

Thursday the 27 of [illegible] A D 1855
the first part of these
[illegible] light winds from S.E
and [illegible] Ships lying
[illegible] hands employed in
Trimming Ship to get the Ship
Lower [illegible] the
Carpenters putting on Coppers
and [illegible] the Bows
the latter part the same
Ships Crew employed

Journal kept at the Isle of Pines Harbor [illegible] 1851

Friday the [illegible]
and first part of these
24 hours light winds from SE
and cloudy Ship lying by
his anchors in Hilo bay all
hands employed in bringing
wood and putting on upon
the carpenters getting on upon
deck putting on Mashing
the latter part the same

Saturday the 29 of March A.D. 1851
the first part of these
24 hours light winds from E
and fair weather Ship
Lying By his anchors in the
Harbor of Hilo all hands
employed in bringing wood
and Coaking ship Jno Jones
& the Carpenters upon
deck the latter part the
same

Sunday the 30 of March A.D. 1851
the first part of these
24 hours light breze from SE
and clear at times ship lying
by his anchors in the Harbor
of Hilo the men at liberty
to lay on liberty

Monday the 31 of March A.D. 1851
the first part of these
24 hours light winds from E and
clear Ship lying by his
anchors in the bay of Hilo
All hands getting ship on a even
keel and filling water cask
the carpenters repairing the
boats the latter part the same

Oil.
Bbl. 236 Casks on Board the Bark
Harvest of Fair Haven to be sent home
All in good order

Remarks On Board Ship Champion of Newfoundland

[illegible]
the first part of these
[illegible] winds being [illegible]
[illegible] Ships
Lying by their Anchors in the
Harbour of Hilo all hands employed
[illegible] water and Stowing
Off Casks and Staving of the
Empty ones the Carpenters Repairing
the Boat the latter part putting
Bane a Board of the Canton
Packet of Fair Haven

[illegible]
the first part of these
24 Hours light winds from
[illegible] and rain Ships Lying by
their Anchors in the Bay
of Hilo employed in
filling off water and Staving
Off Casks putting Bane on
board of the Canton Packet
of Fair Haven the latter
Part the Same

Thursday the 4th of Dec AD 1856
the first part of these
24 hours light Variable Ships
of Hilo Ships Lying by their
Anchors in Hilo Harbour
The men employed in getting
off water and Staving and
getting the Ships ready for
Sea the Carpenter Employed
the hole and Caulking the Seams
the latter part of day the Ships
Pilot was Seen at Port in
the Pilot came on board
and took the Ships and
Made all Sail and Stood
Ships out of the Bay
the men came on board

the first part of these
[illegible] Steering ship with Wind on
Port Sail the middle part the same
[illegible] the same Steering ship [illegible]
all Sail employed in ships
Duty two ships in Sight

Saturday the 6th Dec A D 1851
the first part of these
[illegible] Winds
Mean steering along the Coast
of Malakai at distant about 8
Miles Bearing & employed in
[illegible] as the Log Signs
the first part the same
Moderate and clear Steering
W.B.S. Winds all Sail
set & at noon stood off top
Sailes at 10 a.m. saw the
Island of Curatoa Bearing W.S.W
Distant 10 miles off at 12 a.m.
came to with the main yard
aback the latter part stood in
for the land at 8 a.m. the
[illegible] employed in washing
Ships Same 15 ships lying
[illegible] an an

Sunday the 7th Dec A D 1851
the first part of these
[illegible] Winds
[illegible] ship lying [illegible]
all hands employed in washing
[illegible] 793 lbs
[illegible]

Sunday the 2 of Dec AD 1855
the first part of these
24 hours light airs from SE and
Pleasant Ships laying off on
the wind [illegible]
[illegible] the latter part
[illegible] the middle part light
winds from SE and clear
Ships laying off on
the wind the latter part the
same all hands employed
In getting the Starboard
Anchor on the bows

Monday the 3 of Dec AD 1855
the first part of these
24 hours light airs from SE and
Pleasant Ships laying off on the
Wind [illegible] the latter
part light winds from SE and
clear Ships under all
Sail off the wind the latter
part the same Distance the
same as Yesterday at noon
In [illegible]

Tuesday the 4 of Dec AD 1855
the first part of these
24 hours light winds from SE
and clear Ships on
the western tack under all
Sail at 8 Cm the Sea point
Of Swallow Nose NBE distant
about [illegible] miles at noon
the middle part strong
Winds from SE and clear
[illegible] the western
tack [illegible]
Sailed the latter part the
same employed in Ships duty

Thursday the 11th of Dec. A D 1851
the first part of these
24 hours strong winds from SE
Ship last hauled on the Western
tack under double reefed
topsails in the middle part strong winds
from E & S & and cloudy ship last
hauled on the Western tack under
double reefed topsails the latter
part the same employd in
Ship work

Friday the 12th of Dec. A D 1851
the first part of these
24 hours strong winds from E & S
and cloudy ship under double
Reefd topsails hauld on the
Western tack the middle
and latter part the same
employd in Ship work

Lat 17=05
Long 160=21

Saturday the 13th of Dec A D 1851
the first part of these
24 hours strong winds from SE
and clear steering Ships Course
Set topsails employd at
Different jobes on board Ships
the middle part strong winds
from E and clear steering
Ships Course under all
Sail the latter part winds
& steering Ships Course under
all sail employd in
Setting up the head rigging

Lat 14=30
Long 161=51

Remarks On Board Ship Champion of N Y

Sunday 14 of Dec AD 1850
the first of these
24 hours fresh breze from East and
clear Steering Ship SW By W under
All Sail imployed in Setting up
the Back Stays Carpenter
employed in making a for top
Mast the middle part the same
the latter part winds same the
Same with rain Squalls

Lat 13=31
Long 164-41

Monday the 15 of Dec AD 1850
the first part of these
24 hours strong winds and rain
Squalls part Steering Ship
SW By W under All Sail Little
Sea running doing a board
Ship the middle part winds
the same Steering Ship SW By W
under all Sail the latter part
the same employed in mending
Sailes and making a for top
Mast

Lat 12=22
Long 16=27

Tuesday the 16 of Dec AD 1850
the first part of these
24 hours strong winds heavy
squalls and passing clouds steering
Ship SW By W under all
Sail employed in mending
Sailes at 1 PM sent down
the mizen top sail and bent
a new mizen one and bent
it to the yard the middle
part strong winds from S by E
and East Steering SW By W
under all Sail the latter
part the same

Lat 11=28
Long 170=38

Journal of Transactions & Occurrences on board H.M.S. Hunter A.D. 1850

Monday 7th Oct 1850

The first part of these 24 hours strong breezes from S.W. & W.S.W. under all sail employed at small jobes in rigging One mark of distress the Middle and latter part the same employed in making sail

Lat 10=50
Long 174=09

Tuesday 8th Oct 1850

The first part of these 24 hours strong winds from S.W. & W.S.W. under all sail employed at different jobes a board the middle and latter part moderate & clear steering Ship's W.S.W. under all sail the latter part the same employed in making and shorten sail

Lat 9=51
Long 176=46

Friday 11th of Oct A.D. 1850

The first part of these 24 hours fresh breezes from S.W. & W.S.W. and cloudy steering Ships W.S.W. under all sail employed at small jobes in the rigging

[illegible] the same employed at small jobes in the rigging

Lat 8=52
Long 179=19

Remarks on Board Ship [illegible]

Saturday the 9th Dec 1850
[illegible]
24 [illegible]
[illegible]
[illegible]
the middle part light winds
from East to E and Steering
Ship SW½W under all sail
the latter part the same
employed in Ship duty

Lat 7=30
Long 138=51

Sunday the 21st of Dec 1850
the first part of these
[illegible]
and clear Steering Ship SW½W
under all sail employed in
Standing sailes the middle
and the same the latter part
[illegible]

Lat 6=58
Long 139=35 East

Monday the 22 of Dec 1850
the first part of these
24 hours light winds from
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
under all sail the latter part
winds from SE and rain
Ship under all sail employed
in Standing on the same

Wednesday the 24 of Dec A D 1856
the first part of these
24 hours light airs from S to S SE
And rain squales Ships Boats hauled
up the Western Creek employed
In Making out the after Mast
And Repairing Instead the middle
Last the same the latter part
Winds S SE with rain squales
At 7 PM Split the Sail and
Cut it in and sent another
One out and sent it to the Loft

Thursday 25 of Dec A D 1856
the first part of these
24 hours light winds from S to
S SE and many rain squalls
employed in Ships duty
the middle and light winds
from S to S SE and thick with
Rain squales steering Ships Yards
under all sail the latter part
The latter part fresh breezes from
S SE and clear steering Ships Yards
under all sail at 4 PM set Standing
Sails employed in putting the boats
Over the Storm

Lat S = 18
Long 153 = 51

Friday the 26 of Dec A D 1856
the first part of these
24 hours light winds from SE and
Clear steering Sail Ships Yards
under all sail one man of the
Sick Ship employed in
Setting up Rush the middle
and light winds from SE
squales steering Ship Yards
under all sail the latter part
The same employed in Tarring
Down the Rigging

Lat S - 15
Long 151 - 31 East

Saturday 27th of Dec A D 1851
the first part of these
24 hours light winds from SE
and clear steering ship SW by S all
sails set Split reefed in
Ships duty and man of duty
Sick the middle and latter
part light winds from SE
and clear steering ship
SW by S under all sail employed
the Ships Co

Lat 4-19
Long 170-08

Sunday the 28th of Dec A D 1851
the first part of these
24 light winds from SE and
clear steering ship SW under
all sail employed at quarters
Boards the middle part light
winds from SE and clear
Steering ship WSW under
all sail the latter part light
winds from E and clear
steering ship WSW under all sail
employed in Ships duty

Lat 4-13
Long 168-13

Monday the 29th of Dec A D 1851
the first part of these
24 hours light winds from ESE
and clear steering ship
WSW all the middle part
light winds from E and clear
steering ship WSW under
all sail the latter part the
same employed in ships duty
& man of duty Sick

Lat 4-46
Long 166-16

Round the Island of Hong Kong Harbor A D 1856

Sunday 30th of Dec A D 1855

24 hours light breezes & Fair and Fair Squalls Steering Ship W under all sail employed in Small Jobes a board Ship The Little part light winds & Squalls & Fair Squales Steering Ship W under all Sail the latter part the Same Pre man of duty Sick

Lat 5=00
Long 164=21

Wednesday the 31st of Dec A D 1855

24 hours first hours fine & light airs Steering Ship W under all sail employed in Ships duty At 4 Pm took in the Studding Sailes The middle part pleasant fine & light airs and cloudy at 7 Pm took in the light Sailes and Stowed Reef the top sailes and Set the Ships to the winds with the Spritsail yard a back the latter part thick and at times Squales Ship under all sail and Steering Ship W By N at 11 A M Saw Strongs island Bearing S W. Distant about 25 miles Steered Ship for the Land employed in setting up the Fore Topmast and Set

Remarkes On Board Ship Champion of [illegible]

[illegible] day 1st of Jan 1857
the first parts of theas
[illegible] fresh breezes and
[illegible] Ships in sight
on the Land Cape Listance
about 3 miles at 8 Pm bearing
NW Shore to the northward and
Westward under all sail
Employed in Ship duty the
Middle part fresh breezes and
[illegible] Steering
NW by W under all sail
the latter part the same employed
In Ships duty

Lat 17.15
Long 161-07

Sunday 4th of Jan 1857
the first parts of theas
24 hours fresh breezes and Cloudy
Steering West under all sail
the middle part the same
the latter part employed in
Seting up the head Stays

Lat 8-51
Long 154-57

Saturday 3rd of Jan 1857
the first parts of theas
24 hours light breezes and Cloudy
and Clear Steering West
under all sail employed in
Seting up the head Stays
the middle and latter
part the same employed
[illegible] and
Stays

Lat 10-15
Long 156-02

From Wm Gray Master A D 1859

Sunday 5th of Jan A D 1859
the first part of these
24 hours with wind from ENE
and steady steering ship W by N
under all sail required in
this ship duty one man of duty
sick the middle part with
Winds from ENE and clear
Steering Ship W by N under all
Sail the latter part the same
Little or nothing doing aboard
One man of duty sick

Monday the 6th of Jan A D 1859
the first part of these
24 hours past heres from ENE
and squaley steering ship
W by W under all sail required
for ship duty one man of duty sick
the middle part strong winds
from ENE and clear steering
Ship W by W under all
Sail required in ship duty
The Latter part the Same

Lat 12-48
Long 149-20

Tuesday 6th of Jan A D 1860
the first part of these
24 hours past heres from ENE and
clear steering ship W by W under
all sail required in mending
Sailes the middle part past
heres from ENE and squaley
steering ship W by W under
all Sail the latter part
the same required in
Mending old Sailes one man
off duty sick

Lat
Long

Extracts from Log of Ship Champion of the Seas

Monday 4th Jan 1858

The first part of these
24 hours light winds from N.E.
and clear starlit weather
under all sail employed in
bending sails the middle
part fresh breezes from N.E. and
Squally steering ship N.W.B.
under all sail at 11 P.M.
took in the starting sails
At 2 A.M. saw the Pilot boat
Off queen Bearing W.B.S distant
10 miles broke in the light
Sails and brought the ship
To with the main yard aback
At 8 A.M. the Pilot came
On board the latter part
Light winds from E. to E.N.E.
Clear all hands employed
In bringing to work ship in
To the Harbour at 12 A.M.
Came to an anchor in 27 fathoms
Of water and furled the sails.

Tuesday 5th Jan 1858

The first part of these
24 hours light breezes from E.
and Squally ships lying but
Six anchors in the Harbour
At 8 A.M. employed in clearing
Ship Ships from the middle
Part fresh breezes from N.E.
and pleasant this being
Employed in the Harbour
At 8 A.M. in 27 fathoms
Of water and moored ship
On both bowers & the remainder of
The men employed in getting
Yard & rigging past the
Time

Journal of Transactions of Wm Gray Master of the [illegible]

Friday the 1st day of June A.D. 1827

The first part of these
24 hours light breezes from ESE and clear
Ships lying by their anchors in the
Port of Apia in 27 fathoms of water
the north point of Shoal Water Bay
the middle and latter part the same

Saturday the 2nd day of June A.D. 1827

The first part of these
24 hours light winds from ESE
and clear ships lying by their
anchors in the port of Apia
in 27 fathoms of water
Bay, with the Shoal on Liberty
the middle and latter part
the same employed in getting
Off wood

Sunday the 3rd day of June A.D. 1827

The first part of these
24 hours light breezes from ESE
and clear ships lying by their
Anchors in front of Apia in
27 fathoms of water one mile
& ½ off shore the middle
and latter part the same

Monday the 4th day of June A.D. 1827

The first part of these
hours light winds from ESE
and fair Samoa one mile
off shore on Liberty Ships lying
by their anchors in the port
of Apia in 27 fathoms of
[illegible]

Tuesday the 5th day of June A.D. 1827

The first part of these
hours light breezes and fair
weather Ships lying by their anchors
in the port of Apia in 27
Fathoms of water one mile
distant on Liberty finish getting
Off wood

Journal of Voyage Made A D 1857

Saturday the 17 of Jan A D 1857
the first part of these
24 hours light winds from
the Ships laying off an on guam
employed in Scaling the anatives
of the town and stowing away
the water the middle part light
winds from N.E. and clear sailing
laying off an on Guam at 8
PM the last part as Mon
Sent orders to get two men that
Run away Charles Powel
Coal a man by the name of
Warren the exact brought
Charles Powel on board he is
Cook of the ships one man of
Duty Sick

Lat 13 = 30
Long = ?

Sunday the 18 of Jan A D 1858
the first of these
24 hours light winds from
N E and clear steering ships
W B S 1/2 S under all sail
the Island of Guam distant
24 miles at 4 PM Seeing the
the middle part light winds
from N.E. and clear steering ships
W B S 1/2 S under all sail the
the last the same employed
as Mon duty

Lat 13 27
Long 144 30 E

Monday the 19 of Jan A D 1857
the first part of these
24 hours light winds from N and
N.E. Steering ships W.S.W.
under all sail the middle part
Sick the middle part light
Breezes from N.N.E. clear
Steering ships W.S.W. under
all sail the latter part
the same employed in
duty

Remarks On Board Ship Champion of [illegible]

[illegible] the 20th of Jan'y A D 1857
the first part of these
24 hours light breezes from ENE and
clear. Steering Ship W by S ½ S
[illegible]
Employed in mending sails
Mast on watch at 4 bells
[illegible]
under all sail the latter part
The same employed in mending
[illegible]

Lat 14-54
Long [illegible]

Wednesday the 21st of Jan'y A D 1857
the first part of these
24 hours light airs from ENE
and clear steering Ship W by S ½ S
under all sail employed in mending
sails & top sail and bending
it to the yard and the Watch in
the middle part light airs
from the said clear Steering
Ship W by S ½ S under all sail
the latter parts the same
employed in mending sails
One man off duty sick

Lat 15-11
Long 13-

Thursday the 22nd of Jan'y A D 1857
the first part of these
24 hours light breeze from East
Calm Steering Ship W by S ½ S
under all sail employed in
Mending Sailes the middle
part fresh breezes from ENE
and clear steering Ship W by S ½ S
under all sail the latter
part the same employed
in mending Sailes

Lat 15-44
Long 13-57

Extract from Henry Roby's Log Book 1852

Wednesday the 1st Sept. A.D. 1852

First part of these
24 hours strong winds from South
and pleasant steering ships [illegible]
under all sail employed as
Watches the middle part strong
[illegible] Ships [illegible] under all sail
the latter part the same
employed in setting up the rigging

Lat 16-53
Long 134-28

Thursday 2nd of Sept. A.D. 1852

The first part of these
24 hours made home from visit
and Thursday steering ships [illegible]
under all sail employed in
Ships duty the middle and
latter part the same employed
the ships duty

Lat 18-00
Long ~~135-00~~ 137-39

Thursday 2nd of Sept. A.D. 1852

The first part of these
24 hours strong winds from
[illegible]
small jobs in the rigging
[illegible]
Ships [illegible] under all sail
the latter part the same
One man off duty sick
employed in Ships duty

Lat 19-13
Long 129-03

[illegible] on Board ship Champion [illegible]

[illegible] 23d of Jan 1857
the first part of these
[illegible] steering ships NW & WNW
with said employment as ships duty
have mean of duty dirks the
Middle part light winds from
East and clear steering ships W & WNW
under all sail the latter
part the same Lat 20=30
Long 126=38

[illegible] 24th
[illegible]
24 hours South Easterly from NW & WNW
[illegible]
[illegible]
In mending sailes the
Middle part strong winds
from SE and NW & WNW and
Rain squalls at 8 PM took
in the light at 10 AM sent
Down the sides yards
steering ship under Courses
Hole top sailes the latter part
the same employed in mending
Sailes

Lat
[illegible]
[illegible]
the first part of these
24 hours strong winds from NW & W
[illegible]
[illegible]
[illegible]

Bound to Hong Kong & Gray Master A.D. 1857

[illegible] 1st Jan A.D. 1857

the first part of these
24 hours fresh breezes and cloudy
and cloudy steering ships
[illegible] under all sail
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
and lowered Boats and towed
[illegible]
[illegible]
[illegible]

Lat 21=37
Long 118=22

Friday 2nd of Jan A.D. 1857.

the first part of these
[illegible]
[illegible]
[illegible]
employed in setting up the main
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
employed in the duty & ment
[illegible]

Lat 21=33
Long 116=38

Remarks On Board Ship Champion of L.

Sunday 31st Jan. A D 1857
the first part of these
22. hours light breezes from E and
Clear Steering ship NW but under
Sail the middle part
Light airs from SE at 2 Pm
Strong winds from E and
at 3 Steering ship NW
under all Sail the latter part the same
At 7 Pm saw a rock Bearing
NW by W distant about 9 miles at
8 Pm took a pilot at
saw the 9 Pigs rocks Bearing
NW by W distant about 9 miles thick
Hazy cold not to distinct a
Object clear also saw a number
of fishing boats moored at
Noon abreast of the nine pin
Rocks steering for Lamon Straits
Employed in working Ship

Sunday 1st Feb A D 1857
the first part of these
24 hours light winds from
NW and thick cloudy
Ship running down through
the West Lamon Straits under
all Sail the middle part
light breezes from E and
Cloudy at 10 Am came to
an Anchor in 4 fathoms
Water the latter part
the same ship lying
at her anchor in 4 fathoms
Water nothing Saving
on Board Ship 3 men off
Duty Sick

Sunday the 2 of Feb A D 1857
The first part of these
[illegible] Ship lying by the
Anchor in 4 fathoms of water
and about 4 miles from the
[illegible] the middle and
[illegible] Ship lying by the anchor in
4 fathoms of water [illegible]
[illegible] the Steamer towed the Ships
up a list of the [illegible] and
then let go the anchor in 4
fathoms of water the latter
part of these 24 hours [illegible]
[illegible] the men came on board please those
to take the lines and stick

Monday the 3 of Feb A D 1857
the first part of these
24 hours light airs from S E
and hazy ship lying by the
Anchor in 4 fathoms of water
part in shore 4 miles from
shore being employed in
heaving up the Anchor with the middle and
latter part the same 4 men
employed in washing

Tuesday the 4 of Feb A D 1857
The first part of these
24 hours light winds from E
and fair ship lying by the
Anchor in 4 fathoms of water
[illegible] the latter part
employed in getting up the
[illegible] the middle and latter
part the same

[illegible] Saturday [illegible]

[illegible] the 6th of Feb 1857
the first part of these
24 hours both winds from E and
ENE ship just hauld on the
starboard tack under all sail
at 4 Pm land distant about
28 miles Bearing E by S wind
hauls to the ENE at midnight and
blows with the violence of a storm
wind to the SE at 4 Am the storm
ceases but the wind
continues to blow fresh until

Monday the 9th of Feb 1857
the first part of these
24 hours strong winds from
ENE and cloudy ship hove to
Hauld on the starboard tack
under all sail 3 men on duty
First the middle part strong
Winds from ENE and cloudy
Ship last hauled on the starboard
tack under low sails
at 8 Am but winds the
same at 2 Pm put ship round
With her head to Eastward
at 6 Pm saw the land distant 6 or 7 miles

Lat 42=30
Long 116=20

Thursday the 12th of Feb 1857
the first part of these
24 hours strong winds from E
and cloudy ship in running
ship to the Eastward under low
Sails and with heavy
Sea running from the same
at 8 Am saw the Sea to be sail on dark
and put up another reef and hauld it
round the wind at 10 Am saw the
land ahead and cloudy ship hauld in
to Eastward but Sea to low saw the
land distant 12 miles and
saw a number of Indians [illegible]

[illegible]

[illegible]

Saturday 12th Feb 1857

[illegible] Royal the main top sails and [illegible] to the mast 9 men at duty with the middle part strong Winds from N.E. and cloudy Ships Clock hauled on the [illegible] Sails the latter part the [illegible] Sailes two men at duty with

Lat 21-52
Long 118-16

[illegible] 13th Feb 1857

the first part of these 24 hours light breze from N.E. and clear ship Clust hauled on the Eastern tack under all sail employed in mending sailes the middle part both hours Strong N.E. and clear ship [illegible] Each under all sail the latter part the same as the [illegible]

Lat 22-10
Long 115-11

Friday 13th Feb 1857

the first part of these 24 hours light breze from N.E. and clear ship clust hauled on the Eastern tack and [illegible] Sailes the middle part both hours [illegible] ships under all sail clust hauled employed in mending sailes

Lat 21-57

[illegible]

the first part of these
24 hours light airs from E & NE
reading to ascertain a variation of
Duty sick employed in mending
Sails the middle part light
breezes from E & E & NE clear
weather the last part fresh
breezes & clear weather all hands
The latter part the same

Sunday the 15 of Feb 1857
the first part of these
24 hours light winds from E & E
and clear ships under all
Sail and on the Northern
Tack at 2 PM Tack ship and
Headed to the Eastward & 4
Men off Duty sick at 3 PM
saw the Island of Formosa
bearing abt E distant about
20 miles employed in mending sails
the middle part light breezes
from E & and clear Ships on the
Eastern Tack under all Sail
saw the Island of Formosa
bearing at last 2 Men off duty sick

Lat 21-11
Long 120-11

Monday the 16 of Feb 1857
the first part of these
24 hours from the same
and clear Ships on the Eastern
Tack under all Sail the middle
part light winds from E & NE
saw the Island of Formosa
bearing E Sail the latter part
from E & E & NE and clear
Ships on the Eastern Tack under all
Employed in mending Sails 4 Men off
duty sick

Lat 21-46
Long 120-15

Tuesday the 17 of Feb A D 1857
the first part of these
[illegible] Fresh winds from E to
E by S on the starboard
Tack under all sail employed
at times as the variable
and strong winds from E to
E by S on the starboard
Tack under double reefed top sailes
At 2 P M carried away the
Main yard in slings and
split the jibb sail at 4 P M
Employed in getting up
another yard the latter
Part strong winds from E by S
to E by S on the starboard Tack
under double
Reeft top sailes at 7 P M hauled
down the jibb all hands employed
in fitting another main yard
two men off duty sick.

At 11 P M
Brother Smith died
with a fever of 21 days
and was about 22 years of age
At 7 P M committed his
remains to the deep
and Commended the Living

Wednesday the 18 of Feb A D 1857
the first part of these
24 hours strong winds from E by S
to E S E on the starboard
Tack under double reefed
Top sails all hands employed in
fitting up a new main yard
the middle part light winds
from E and variable
by the eastern tack under
double reefed top sails no sail
to the south the latter part
the Lands of the Low
The Bashee Islands Bearing
S W dist 15 miles 21 - 37 Lat
121 - 40 Long

Bound to the Japan Sea. 1st day. March 1855

Thursday the 1st

the first part of these
24 hours fresh breezes from East
and cloudy ships on the starboard
tack under all sail at 0 P.M.
Saw the Island of Tsumsa
bearing E by S distant about 30
miles employed in geting up a new
Main yard and mending the
Main Sail two men of duty
Sick the middle part light
Winds from N.E. and clear ships
on the Eastern tack under all
Sail at 8 P.M. Saw the land
bearing E distant 25 miles employed
in mending the main sail

Lat 121-40
Long 21-16

Friday the 2d March 1855

the first part of these
24 hours light winds from E by
S and fair weather ships on
the Eastern tack under all
Sail employed in mending
the main sail the middle
part fresh breezes from E by S
and cloudy ships on the
Eastern tack under reefed top
sailes the latter part the same
employed in mending the
Main sail at 4 P.M. hove to
for the yawl two men sick duty

Lat 122-13
Long 122-17

Extracts from Board Ship Examiner &c

Saturday the 21st of Feb'y 1857
The first part of these
hours light winds from S.E. to
S.W. and fair weather the
Eastern tack under all sail
employed in mending sails
the middle part light breezes
from S.E. and clear ship the
The Eastern tack under all
Sail the latter part the same
employed in mending the Spanker

Lat 23. 10
Long 122=32

Sunday the 22d of Feb'y 1857
The first part of these
24 hours light winds from S.E. to
S.W. and clear ship the Eastern
tack under all sail employed
In this duty the middle part
light winds from S.E. to E.N.E.
The latter part the same
Long 122=34
Lat 22-04

Monday the 23d of Feb'y 1857
The first part of these
24 hours light winds from S.E. to
S.W. and clear ship the Eastern
tack under all sail employed
In the middle part the same
The latter part were employed
In ships duty Lat 22=84
" " Long 125=84

Tuesday the 24th of Feb'y 1857
The first part of these
24 hours light variable winds from S.E. to S.W. and fair
ship the Eastern tack under
all sail employed in ship duty
The middle part the same
The latter part employed in
Mending Sails

Lat 21-43
Long 126 13

Journal of the Proceedings of the Master 1857

Thursday The 22d of Feb. A.D. 1857
the first part of these
24 hours light breezes
light heavy ships on the starboard
tack under all sail employed in
mending sails the middle part
light light from S.E. and heavy
ships on the starboard tack under
all sail the latter part the same
employed at small jobs in the rigging

Lat 24-22
Long

Monday the 23d of Feb. A.D. 1857
the first part of these
24 hours light breezes & cloudy
and clear heavy ships under
all sail employed in the
light sails as on the starboard
tack employed in mending sails
The middle part light winds
from S.E. and clear ships on the
Starboard tacks under reefed top
sails the latter part the same
employed in ships duty
Lat 25-00
Long 128-32

Tuesday 24th of Feb. A.D. 1857
the first part of these
24 hours strong winds from S.E.
and clear heavy ships on the Eastern
tack under close reefed top sails and
double reefed fore & main sails
the middle
and part heavy squalls
light heavy ships on the starboard
tack under close reefed top sails
the latter part ships under
all sail employed in ships duty
and employed in ships duty

Lat 25-45
Long 128-21

[illegible]

[illegible] the first part of these
24 hours from to the East South
East under all sail on the
Starboard tack employed in
Steering the middle part
of these 24 hours and Cloudy
Ships as the Eastern tack
under all sail the latter part
The Same at 8 Pm saw the
Southern Bearing ENE and NE
Dist about 25 miles

Sunday 1 March
the 29th of [illegible] at D 1857
the first part of these
24 hours fast Cloudy Squally
with Showers of Snow and
wind on the Eastern tack,
under all Sail employed at
Squall yokes in reefing two
Sets of Sails the middle
part both these hours from SE and
Cloudy Ship on Starboard tack under
the Eastern tack under
Sail as the latter part
Strong winds from SE and
Thick rainy Steering Ships
NE & E and all Sailes

2 March
Monday the [illegible] 1857
the first part of these
24 hours strong winds from
[illegible]
[illegible]
[illegible]

Journal of the Japan Sea Whaling Fleet 1857

Thursday the 3 of March at D 1857
the first part of these
11 hours Strong winds from N.W.
and cloudy ship on the Northern
Tack under 3 close reef top sailes
at 3 Pm saw a small island
bearing N distant about 15 miles
Two men of duty Sick the
first part strong winds from
N.B.W and cloudy ship on the
Northern Tack under three close
reeft Top Sailes the latter part
light breezes from N.B.E and
Clear the last hauled our
[illegible] and [illegible]
said Course in this duty
Lat 29=10
Long 129=20

Wednesday the 4 of March at D 1857
the first part these
12 hours light winds from E and
[illegible] the Northern
Tack under all said at 3 Pm
saw 3 Island Bearing W
East about 20 miles at 5 Pm
The Islands Bore W.W.W dist dist
about 12 miles the middle part
the middle part light airs from
E.S.E and clear ship close hauled
on the Northern tack under
all sail the latter part light
airs and overcast steering
Ship W.N.W under all sail
at 7 oclock saw the Islands
bearing W by N distant about
5 miles [illegible]

Journal of the Ship Champion of [illegible]

Tuesday the 5th of March A D 1853

The first part of these 24 hours light airs from E and Over cast steering Ship W B N under all sail at 6 PM saw a small island Bearing W B N dist about 5 miles a mother Island somewhat larger in the Northward of this Island Bar North dist about 15 miles Also a mother Island bore W by S dist about 20 miles another Island about 12 miles in South Bore W dist about 20 Miles quite a number of Islands to the North and West middle part light airs from E and Over cast steering Ship W under all sail the Latter part strong winds from E by N and clear ship'd on the Northern tack under Double reef top Sailes at 1 AM saw two Island Bearing N E distant 15 miles

Wednesday the 6th of March A D 1853

The first part of these 24 hours strong winds from N E and clear ship on the Northern tack under Reef top Sailes two men of duty sick from N E and clear ship kept hauled on the Northern tack under all sail the 24 hours Saw several Islands bearing from N E to W distant about 10 miles impeded in our Sailing

Lat 33=41
Long 128=08

Journal of the Ship [illegible] Pacific Ocean 1857

Saturday the 7th day of March A.D. 1857
the first part of these
24 hours fresh breezes from SE and
thence Steering Ship ENE under
Close Sail & at 2 PM saw Land
bearing [illegible] distant about
The middle part saw the same
Bearing ENE distant about 8 miles
and Tarasima Island
SE dist about 20 miles The latter part
being 8 miles to the westward of the
Eddystone Rocks the latter part light
airs from SE and thick rainy
Ship lying under easy sail headed
to the westward two men on duty

the 8th day of March A.D. 1857
the first part of these
24 hours light airs from ENE and
[illegible] to the middle
part with the middle part
the same the latter part fresh
Breezes from NNW and clear ship
under all sail close to the Straits

Lat 24=53
Long 128=28

Sand

the 9th day of March
the first part of these
24 hours fresh breezes from NW
and clear ship under all sail
off & on the Island of Tarasima
The NW Point bore NE by E
dist about 20 miles the
Island & mountains bore NW
Distant about 15 miles Point
Eleanor NW by W distant about
30 miles the middle part
being moderate from NW
and clear ship in the Straits
of Tsugaru the latter part
[illegible]
[illegible]
Cable kept Top Sailes

Tuesday the 10 of March A D 1857

The first part of these
24 hours light breezes from
and clear ship under easey
Sail and heading to the
Eastward and with a heavy
head sea running from the sam
The middle part light airs
from the Eastward this run to
Date kept lots Sailes the latter
part fresh breezes from W and
Present steering Ships N W b
under all sail employed in
Mending Sailes Two men of duty

Lat 36=26
Long 131-03

Wednesday the 11 of March A D 1857

The first part of these
24 hours strong winds from W b N
and by steering ship N W b
under double reefd top sailes the
Middle part strong winds
From W b N and clear steering
Ship [illegible] under
D°2 D°s Sail two reefs
Bearing W b W distent about
5 miles the latter part light
Breezes from W b N and clear
Ship steering as on D°s
Different Sailes under easey
Sail

Lat 37=10
Long 12[illegible]

Journal of the Hyson from Hyogo to Nagasaki

Wednesday 12 of March 1851

the most part of these
24 hours light airs from
the S.W. to the eastward
with all sail at dark took in
the light sails and main sail
and set in stay sail the middle
part light airs from S.W. and at
4 AM down stream sail
made with the last night
tides passed the Custom
House with a fair tide
came to a long side and hoisted
out the boats

Lat 36-52
Long 132-

Thursday 13 of March 1851

the first part of these
24 hours light airs from W.S.W. and
then shifted to the S.W. and
fresh in the forenoon the
employed in ships duty the
middle part the same the
latter part fresh breezes and
several native vessels in the
Northern part under sail
the ships at anchor the
Boats employed as yesterday
at 8 AM hoisted
on board 45 native two men
Cof duty Boats

Lat 37-28
Long 131-44

[illegible] Journal of a Trip to Hamilton Island

Saturday the 14th of March A.D. 1857
the first part of these
24 hours fresh breezes and
Hazy steering S.E. by S. under
all sail the middle part light
Breezes noon fine and clear at dark
Thirteen sail in sight
Set watches all sail heading
To the westward little or
Nothing doing all hands

Lat. 37=15
Long 132=3

Sunday the 15th of March A.D. 1857
the first part of these
24 hours light winds from N.W. to
N.E. and thick and rainy at 4 P.M.
Thirteen sail in the night
Ship on the Eastern tack the
middle part strong winds
from N.E. and ship on the Eastern
tack wind about N.E. by E. with
the latter part the same

Monday the 16th of March A.D. 1857
the first part of these
24 hours strong winds from N.E. and
Clear ship under double reef
Land Top Sails the middle part
N.E. light airs and clear ship, ship
laying too under short sail
the latter part [illegible] P.M. made
all sail and [illegible] Hamilton
Hamilton Island bearing [illegible]
about 15 miles

Thursday the 17th of March at Dusk
the first part of these
[illegible] Steering this course
[illegible] at 4 oClock the Sun set
Bore N.W. distant about 2 miles
[illegible]
Short sail fine the night the latter
Part wind from the North and
Heavy ships under sail at 3 P.M.
Saw the Land Bearing W.N.W. distant
[illegible]

The 18th

Friday the 1st of March A.D. 1814
[illegible]
[illegible] wind and cloudy
ships in the Latitude and Longitude
[illegible] at 4 oClock the Land
N.W. distant about 12 miles
employed in [illegible]
The middle part light winds
Down sail and thick weather
The latter part strong winds
[illegible]
[illegible] employed
and Ship duty

Saturday the 19th of March A.D. 1814
[illegible]
[illegible] at 4 oClock
[illegible] the middle part
[illegible] and Heavy ships under
[illegible] for the night
[illegible]
[illegible]
In Latitude employed as
Mending Sails

Lat 37 = 24
Long 130 - 39

Friday the 20th of March AD 1857

The first part of these
hours light airs and calm
Employed in Ship duty The middle
part the same the latter part
[illegible] and calm Ship
On the northern tack and
[illegible] sail [illegible]
Saw two packes Bearing S.
Dist 10 miles [illegible]
Employed in ship duty

Lat 37-45
Long 131-30

Saturday the 21st of March AD 1857

[illegible] the first part these
hours light airs and calm
Ship under all sail 2 ships in
Site at 1 Pm saw Dayletts Island
Bearing S.W. dist about 20 miles
The middle part light airs
[illegible] Ship
[illegible] under all sail
Sail for the night the latter
[illegible] and
[illegible] Ship [illegible]
Sail and on the westerne
tack at 8 A.M. saw daylett
Island it Bore S dist 20
miles 2 Ships in site Lat 37-58
Long 131-11

[illegible] the first part of these
24 hours fresh breezes from S and
[illegible] Ship under all sail
[illegible] Morning tack at 8 A.M. employed
[illegible] Ship under short sail the
latter part winds at S and a
Ships under all sail and
[illegible]

Lat [illegible]
Long 131-11

Monday the 23 of March A D 1857
the first part of these
24 hours fresh breezes from E and ENE
Steering Ship W by N under all sail
at 1 P.M. saw Light Vessel
SSW distant 20 miles one ship in
sight in the middle part these 24 hours
Lat 27-58
Long 130-5

Tuesday the 24 of March A D 1857
the first part of these
24 hours light airs from N and
ENE an Ship under all sail
at the middle part at 5 P.M.
Double Island Bar S distant
about 15 miles little current
being aboard Ship the middle
part light airs from E and ENE
Steering Ship E under Low Sail
Split the latter part light
Breezes from NE by N and overcast
[illegible]

Lat 27-35
Long 129

[illegible]
and hauled the boat with
no success

Lat 27-55
Long 132-1

Remarks On Board Ship Champion of N.B

Thursday the 20 of March A D 1884
the first part of these
24 hours light breezes from W'ward
Clear ship under all sail
employed in washing decks
At 6 came to the ship and
hoisted the middle boat light
Airs from W'ward at 8 A.M. and
Clear ships on the northern
Reach under all sail the latter
part moderate & more inclined
Ships under all sail at 8 P.M.
Saw the Cokin Island Bearing
S dist about 20 miles employed
In ships duty Lat 26-49
Long 132-54

Sand

Friday the 21st March A D 1884
the first part of these
24 hours light breezes & fine w'd
and clear ship under all sail
At 4 P.M. Cokin Island bore S
Distant 25 miles employed in
Ships duty the latter part
light winds from S.E. and hazy
Ship under short sail the latter
part light winds from S.E. to E.
and thick weather ships on the
Northern Reach under all sail
Saw the Isles bearing S distant
about 10 miles employed in ships duty

Sand

Saturday the 22 of March A D 1884
the first part of these
24 hours light winds from E.
and thick weather ships under
Short sail to the northward
with the middle part light
hazy from E and fine ships
under their top sails
at 8 P.M. the Isles were
bearing S.W. distance 8 miles
employed in ships duty

Lat
Long

[illegible]

Sunday 29th March A D 1857

[illegible] Sun rises from So
and clear ship under Double reef
Sup Sailes at 5 Pm Dagelet Island
Bore S S W dist about 25 miles
the middle part fill winds
[illegible] ship [illegible]
[illegible] to reef Sailes [illegible]
[illegible] the same [illegible] Pm
Dagelet Island Bore W by S
Distent about 20 miles Done Ships in [illegible]

Lat 37=40
Long 131=00

Monday the 30th of March A D 1857
the first part of these
24 hours light airs from N and
Clear ship under all sail
at 5 Pm Dagelet Island Bore W by S
Dist 10 miles the middle part
Winds the same Ship on the
Western tack under all sail
Employed in making our potatoes

Lat 38=0
Long 130=0

Tuesday 31st of March A D 1857
the first part of these
[illegible] [illegible]
Ship under all sail on the
Eastern tack at Dark Dagelet
Island Bore S by E dist 15
Miles the middle part
Winds from S E and rain
Ship under double reef Top
Sailes the latter part
Ship under all sail
Employed in Ship duty

Lat 38=21
Long 130=22

In the Japan Sea at 3 P.M. Gray [illegible]

[illegible]
the first part of these
24 hours light winds from West
[illegible]
nothing being [illegible] Ship
[illegible]
the middle part light airs
& calm steady ships under
Steam & sail the latter part
light winds from West and
these ships under short sail
At 11 A.M. Okis Islands Bear
[illegible]
[illegible]

Lat 37=00
Long 132=57

Monday 19th of April AD 1857
the first part of these
24 hours fresh breezes from West
& by N. clear ships under all sail
[illegible]
[illegible]
[illegible]

Wednesday the 8th of April A D 1857
the first part of these
[illegible]
[illegible]
[illegible]

[illegible] April [illegible]

[illegible] Light [illegible]
[illegible] Light [illegible]
[illegible] Light [illegible]

Remarks On Board Ship Champion for 185

Wednesday the 15th a Dpsit at D 1857
the first part of these
hours light winds from
and fine ship under all Sail
Employed mending Sailes &c
When Off duty Sick the middle
hours light breezes from So and
So Ships under short Sails
The latter part light breezes
From all & and other ships under
Short Sail at 6 PM saw about
Seventy of Fejee boats and
Saw the Land unperceived
Lying a anchor Stock

Thursday the 16th a Dpsit at D 1857
the first part of these
24 hours light winds Shifty
and rainey ships under all
Sail at 5 PM Abreast the Base
of Mt Mbatake Base
the middle part part
breezes from S E and mod
Rainey the latter part light
Breezes from the Same
under all Sail & employed
Sick Sick Lat 38=46
Long 135=19

Friday the 17th a Dpsit A D 1857
the first part these
24 hours light breezes from So So E
and Rainey ships under all
Sail employed as the 16th
PM saw one night whale
Spouted the boats went in
Chase came to the ships and
Hoisted in the boats
middle part light winds
and fine ships
employed at anchor all day
The latter part the same.
Lat 39=36
Long 136=26

On the Japan Sea & W Pacific Ocean 1857

Saturday the 11th April A D 1857
the first part of these
hours light breezes from the N
and N W with fine weather
under all sail employed in
Ships duty the middle part
light winds from N W and
for steering ships N E & E under
all sail the latter part
the same employed in ship duty

Sunday the 12th of April A D 1857
the first part of these
hours light breezes from the
N and N W steering ships N E & E
under all sail employed in
ship duty the middle
part light winds and for
steering ships N E & E under
All Sail the latter part the
Same employed in Ship duty

Monday the 20th of April A D 1857
the first part of these
hours light airs from the
North steering ships N E
under all sail at the Saima
Island Bay at dist 5 miles Saima
Island dist 12 miles the
Point of the Land Base north
Dist 20 miles mastuma Bittery
Bay N E & E dist about 8 miles
The most Eastmost land Point
from which is round to light
Contrary in getting up the
Gulf with variable winds
in the afternoon the middle
part fresh breezes from N E
and clear ships under all
Sail at the Entrance of
the Mastuma Straits the
latter part fresh breezes from
N W and N N W with
employed in working up
through the Straits

Land

Lat 41-40
Lon 140-30

Thursday 21st of April 1864
the first part of these
24 hours light breezes from E and
E and NE with ship under
all sail at 6 PM the S.E
Point of Isaso Bore W.B.S dist
about 30 miles a small island
of the N.W Point of Nipton Bore E.N.E
Dist about 12 miles the Eastermost
Land Bore N.E.E.E dist 18 miles Land
in sight a small island in
The Straites Bore N.B.W dist
8 miles a nother island B.E
2 dist 12 miles the middle
part fresh breezes from E.S.E
Thick with rain ship in the
Straits under close reefd tops
Sailes the latter part ship
under all sail & men at duty
Sick imployed in ship duty

Wednesday the 22d of April 1864
the first part of these
24 hours light breezes from E
and NE cloudy ship under
all sail at 6 PM Isaso bore
N dist 16 miles the Eastmost
Point of Nipton bore E dist
20 miles the middle and
latter part strong winds
from NW and cloudy steering
ship E.S.E under close reefd
Sails sailes at 1 PM found
Strength the Straits in
Company with Corinthian
Ofs NBE

Wednesday the 23 of April A D 1857
the first part of these
[illegible] 24 hours [illegible]
[illegible] Ship [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible]

Sunday the 28th of April A D 1867
the first part of these
24 hours strong winds from W to
W and cloudy steering ships E by S
under double reefd top sailes the
Middle part light breezes from
W and clear steering ships
E by S under double reefd top
Sailes the latter part the same

Lat 41 N
Long 148=39

Monday 29th April A D 1867
the first part of these
24 hours light airs and clear ships
under Easterly sail in
the Eastern tack 3 men of duty
Sick the middle part calm
The latter part light airs from
W and more one ships in
Site two men of duty sick
Lat 42=20
Long 148=35

Tuesday 30th April A D 1867
the first part of these
24 hours light airs from W to
NW and more cloudy ships under
all sail in site
the middle part light breezes
from W to NW and clear steering
ships as to Bet under all sail
The latter part winds W and
steering their course under all
Sail imployd in Painting
The boats two men of duty sick

Thursday the 29 of April A D 1852
The first part of these
24 hours light breezes from SW and
clear [illegible] under all sail the
Light Steering Ship with Bottom
the middle part light winds
all sail and clear steering ship [illegible]
under all sail the latter part
Winds [illegible] to steering
Ship set to and painting boats
Seven men of duty sick

Lat 42=30
Long 151=00

Thursday the 30 of April A D 1852
The first of these
24 hours fresh breezes from W
and clear steering ship [illegible]
and under all sail employed
in ship duty the middle part
Fresh breezes from W and over
cast steering ship [illegible]
all sail the latter part
and heavy employed in small
jobs in the rigging two men
up duty sick

Lat 46=07
Long 152 02

Friday the 1st of May A D 1852
The first part of these
24 hours light airs from East and
Hazy ship on the Eastern tack
under all sail the middle
Part light breezes from ESE
and clear steering ship [illegible]
under all sail the latter part
light breezes more S and
thick foggy steering ship [illegible]
under all sail at 6 P M
Saw the land bore to leaward
off distant about 25 yards at
daylight in sight of the latter
part we hove off from [illegible] and

Numbers Co. Aboard the Thompson of N.B.

Saturday 25th May A.D. 1857

The first part of these
24 hours with wind from South
East steering ships thrugh
the Caussan Straits at 5 PM
Pt Marsilon Island Bore SE by
East about 20 miles the latter
in ship duty two watches with
the middle part hazy weather
W and cloudy steering ships
under double reef tops saile
the latter part strong winds from
N W and clear ships under short
sail 10 or 12 miles steering to
the E at 8 PM reefed two watches with

Sunday 26th May A.D. 1857

The first part of these
24 hours strong winds from N W
and clear ships under short reef
Top sailes and reef maine sail
Heading to the N with the middle
part strong winds from N W
and clear ships on the western
tack under short reef top sailes
the latter part light airs from
W and clear ships under all
sail employed in ship duty

Lat 18 9 - 45 N
Long 21 - 15

Monday 27th May A.D. 1857

The first part of these
24 hours light airs from South
East clear ships under all sail steering
Ships a Port Tack at 5 PM saw two
Islands bearing SE by East
25 miles the nearest
Island high moderate with
the middle part light airs
from South and clear steering ships
a Port Tack under all sail the
latter part the same

Lat Made 50-23
Long Made 1 0-31

Bound to the Okhotsk Sea 13 days at Sea 1857

Sunday the 5th of May A.D. 1857
the first part of these
24 hours strong winds from W to WNW
and thick snow storm steering
Ship's Head and all sail
employed in Ships duty two men
at duty sick the middle part
fresh breezes from W and clear
Ships on the Northern tack.
The latter part light winds
from W to and steady steering
Ships Course and all sail
employed in Ships duty

Lat 52=10
Long 149=11

Monday the 6th of May A.D. 1857
the first part of these
24 hours fresh breezes from WNW
employed Ships on the Northern
tack at 1 PM came about
little or nothing being passed Ships
The middle part light airs
from NW and overcast Ships
on the Eastern tack
Part the Same employed in
Ships duty the at Part two men at duty sick

Lat 52=12.
Long 149=44

Tuesday the 7th of May A.D. 1857
the first part of these
24 hours light winds from S
and fair Steering Ships Course
Same employed in Ships duty
The middle part light
Breezes from S and thick
Steering Ships Course all
Sail the latter part the
Same employed in Ships duty
two men at duty sick

Lat 52=50
Long 150=52

Remarks On Board Ship Champion &c. 1857

Friday 15th May 1857

the first part of these
[illegible] light airs and
calm with showers [illegible]
at 12 00 under all sail the
[illegible] at sea ship under
all sail the latter part do same
little or nothing doing about
Ships two men sick duty sick

Lat 53-12
Long 150-22

Saturday 16th May 1857

the first part of these
24 hours light airs and calm
Ships under all sail [illegible]
at 8 ships to the middle
Part light breezes [illegible]
and clear [illegible] on the port
tack under all sail latter part
The same employed in ships duty

Lat 54-05
Long 149-08

[illegible] 17th [illegible]

the first part of these
24 hours light airs and calm
Ships under all sail saw one
Ships the middle part light
[illegible] and clear
[illegible] ships under all sail
at 4 the [illegible] latter part
The same 2 ships in sight
two men sick duty sick

Lat 54 16
Long 149-14

Monday 18th May 1857

the first part of these
24 hours light airs from the [illegible]
[illegible] ships in sight
Two ships in sight the middle
Part light [illegible] and
clear [illegible] ships ships
In the [illegible] under all sail
[illegible] the [illegible]
but sick 5 ships in sight

Lat 54-12
Long 148-[illegible]

[illegible] Day of [illegible] 1857

[illegible] Day of [illegible] 1857
[illegible] the first part of these
[illegible] winds from [illegible] and
[illegible] Ships to Eastward under all sail
Same ice in Sight the middle
[illegible] part light airs from the Eastward
and hazy thick weather all sail
[illegible] the ice the latter part winds
[illegible] employed in washing ships
[illegible] Eastward employed in
Making Rounds for the 2 Boats
4 Ships in Sight two men of duty sick

Lat 52=06
[illegible] day the 23d. Was A.D. 1857 Long 150=50
the first part of these
24 hours light airs from E and cloudy
Ship under all sails off the ice
and working his to the Northward and
Eastward the middle part light airs
from E to E and clear employed in
Making ships to the Eastward
under all sail the [illegible] part
Winds S and light Ships off
[illegible] in sight employed
in piking boats rounds two
[illegible] sick

Lat 52 06
Long 150=50

Thursday 24th of May A.D. 1857
the first part of these
24 hours light airs from S and
Cloudy employed in washing
ship to the Eastward under all
sail the middle part light
airs from S and thick Snowing
[illegible] the ice the
latter part light airs from
S and thick Snowing
So the Eastward under all sail
Two men of duty sick

Lat 53=37 Mean
Long [illegible]

Friday the 15th of May A.D. 1857
the first part of these
hours light airs from S.E. and
Cloudy Ships heading to the
[illegible] 3 Ships in Sight the middle
part light airs from E.S.E
And cloudy Ships under
All sail and on the starboard
Tack the latter part winds
N.E. and clear Ships heading
To the northward under all
Sail 2 men of duty sick
No Ships in Sight

Saturday the 16th of May A.D. 1857
the first part of these
24 hours light breezes from S.E. and
Clear Ships under all sail
On the northern tack under
All sail the middle part
light airs from S.E. and
Clear the latter part the
Same employed in getting
Down our S.E. Boat 1 man
Sick duty Am

Sunday the 17th of May A.D. 1857
the first part these
24 hours light Breezes from S.E. and variable
East Ships on the northern tack
under all sail 3 Ships in Sight
The middle part light breezes
from S.E. and clear [illegible]
[illegible] Ships
And latter light variable
Ships in company with a
Squadron Ships the latter part
These winds [illegible]
[illegible] under double reefed top sails

[illegible] A D 1857

Monday the 18th day of May A D 1857

[illegible] Strong [illegible] and
And clear Steering North
under double reef top sailes
and main [illegible] with the
Middle part Ettowa winds
[illegible] and this [illegible]
[illegible] the latter part
[illegible] and this [illegible]
[illegible] under all sail [illegible]
[illegible] Lat [illegible]
Long 150 45 W

Tuesday the 19 day of May A D 1857
[illegible] first part of these
[illegible] light [illegible]
[illegible]
[illegible]
[illegible]
[illegible] the middle part
[illegible] as from Lat [illegible] and third
Ships heading to the Southward
under all sail This latter
Part the same one man
[illegible] duty died.

Wednesday the 20 day of May A D 1857
the first part of these
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
This duty the middle
Part light breezes from [illegible]
[illegible]
with the middle part
[illegible]
[illegible]
[illegible]
Lat [illegible]
Long 151 43

Journal of Proceedings on Board Ship Albemarle [illegible]

[illegible] 21st day of May 1815

The first part of these 24 hours light winds from E. & End, then E. & by E. steering ship E.S.E. & under all sail employed in ship duty the middle part light winds from E. and then E. & by E. steering E.S.E. & under all sail the latter part steering ship E.S.E. under all sail employed in ship duty

Lat 57-20
Long 150-35

Tuesday the [illegible] 1815

The first part of these 24 hours light breezes from E. & E. & E. & Ends clear ship steering on the Northern track under all sail the middle part thus the latter part the same employed in ship duty

Lat 57-40
Long 150-18

Saturday the 27th of May A.D. 1815

The first part of these 24 hours light airs and calm from the land clear ship on the northern track under all sail at 4 PM saw the land it bore S.E. & E. distant about 20 miles employed in ship duty the middle part light breezes from E. & E. & E. & Ends clear ship on the Northern track under all sail the latter part the same saw 12 ships all standing to N.E. employed in ship duty

Lat 56-10
Long 149-57

[illegible] Sea [illegible] Bay of Hudson [illegible] 1857

Sunday 24th of May A D 1857
the first part of these
24 hours light airs from NW
and clear this Standing to the
Eastward under Easte Sails
Trip the in one watch of duty
with the middle part the
same the latter part mostly
calm and fine weather
all [illegible]

Lat 58 23
Long 149=57

Monday 25th of May A D 1857
The first part of these
24 hours light airs from N
and [illegible] this Standing
to the Eastward under [illegible]
the middle part light airs
and [illegible] Steering [illegible]
at 1 AM the 10th part of
these hours from N & and Steering
Steering ships Head Eastward
the said

Lat 58 4=34
Long 149=50

Tuesday 26th of May A D 1857
the first part of these
24 hours fresh breezes from NE
and clear and steering ship
to the Eastward [illegible] the
[illegible] in one watch of duty the
middle and latter part
light breezes from [illegible] and
steering ships Head
under all sail employed
In ships duty

Lat 58 37
Long 147=13

Remarks on board Ship Champion

Wednesday 5th Dec 1827

the first part of these
3 hours light winds from E to E by N
and clear ship last mustered
by the Carpenter the
Middle part light breezes
from the same and clear ship
the Carpenter took the Larboard
Watch light winds from E and
Clear steering Yards under all
Sails & Main of duty Watch

Lat 55°24
Long 1°44=46

Thursday 6th Dec 1827

the first part these
24 hours light breezes from E
and clear steering Yards
under all sail the middle part
light airs and clear weather
steering ship as the Log
All sails employed in ship
Duty

Lat
Long

Friday 7th Dec 1827

the first part of these
24 hours with light breezes
and clear ship steering as the log
One under of duty Watch
the middle part light
airs and calm ship as
the log the latter part
the same with something
Doing a board Ship

Lat 55°5=48
Long 2°2=31

[illegible] Sketch Book [illegible] August [illegible] 1857

Sunday the
3rd of May A D 1857
The first part of these
24 hours light breezes from a W and
SW by S hazy ships off the ice
at 3 pm Said Banas Island
Bearing abt E distant 30 miles
the middle and latter part
Fresh breezes from SW and
[illegible] the ice
3 ships in sight Lat 56=12
Long 142=33

Monday the
4th of May A D 1857
The first part of these
24 hours fresh breezes from SW
and hazy steering ships N E
under all sail the Ship
Ontario of N B the middle
Part light breezes from SW
and clear steering ships
N E under all sail the latter
Part the same employed in
Ship duty
Lat 57 30
Long 144-42

Monday the 4th of May A D 1857
The first part of these
24 hours light breezes from S
and S by E and over cast ships near
the ice and under all
Sail 2 ships in sight one
steering the middle
Part light breezes from
S and over cast ships
near the ice the latter
part [illegible] steering under
All sail no [illegible]
One man on duty sick

Lat
Long

Tuesday the 2d of June A.D. 1857
The first part of these
24 hours light breezes from S and
SW. Ships near the ice Boats
steering variable the middle
part [illegible] and
[illegible] the ships
the ice the latter part the
same the boats chasing
Whales

Wednesday the 3 of June A.D. 1857
The first part of these
24 hours fresh breezes from SE and
Hazey ships near the ice the
Middle part fresh breezes from
[illegible] steering ships
on the ice the latter part
The latter part the same
Steering ships Stu under all
Sail one ship in sight

Lat 57 4
Long 144=30

Thursday 4 of June A.D. 1857
The first part of these
24 hours light [illegible]
and clear Steering Ships Stu Bnw
under all sail [illegible] ice
Ships in sight the middle part
Light breezes from E and more
[illegible]
Steering ships Stu under
all Sail two ships in
Sight

Lat 58=13

[illegible] Hudson Bay 1st Bay Master A.D. 1851

[illegible] June A.D. 1851

The first part of these
24 hours Strong winds from S.E.
and thick ships off the ice
[illegible]
One ships in Sight the middle
Part the same ships under
Easy reefs sails the latter
part steering ships [illegible]
[illegible] sail [illegible] ships
Lay on [illegible] of July sick

Lat 56-40
Long

Saturday the 5th June A.D. 1851

The first part of these
[illegible] hours [illegible]
and strong steering ships
to Eastward all sail
the middle part light airs
and fine steering ships [illegible]
under all sail the latter
part calm ships to the eastward
under all sail little or nothing
doing aboard ships

Lat 53-10
Long 111-00

Sunday the 6th June A.D. 1851

the first part of these
24 hours light airs & fine days
and thick foggy steering ships to
under all sail the middle
part light airs and calm
steering ships to Eastward
all sail the latter part
the same

Lat 51-00
Long 146-00

Remarks On Board Ship Champion of L.L.P.

[illegible] 15th June A D 1857
the first part of these
24 hours light airs and calm
Saw ships [illegible] under
all sail one man of duty
sick the master part
ships hove to steering ships
E by S under all sail the latter
part the same employed in
Ship duty

Lat 57=57
Long 147=53

Tuesday 16th of June A D 1857
the first part of these
24 hours light airs and calm
[illegible] Saw [illegible] sail and saw the ice
The middle part light airs and
calm steering ship E by S under
all sail the latter part the
same employed in ship duty

Wednesday 17th of June A D 1857
the first part of these
24 hours calm ships all the
[illegible] under all sail this
The middle and latter part
light airs from S.W. and
thick foggy steering ships
[illegible] all sail employed
In Ships duty one man of duty sick

Lat 57=58
Long 152=00

Thursday 18th of June A D 1857
the first part of these
24 hours first winds from W
And lower part steering ship
E by S under all sail employed
in ship duty and latter part
winds from W.S.W. and
thick steering ships Lat
under all sail

Lat [illegible]
[illegible]

In the Okhotsk Sea Voy Hakodadi 1858

Friday the 12th June A D 1857

At first part of these
24 hours fresh breezes with thick fog steering ships E & E
under all sails employed in
Steering the Latitude and Longitude
Sent light breeze from SW and
thick fog ships under all sails
Employed in ships duty

Saturday the 13th day of June A D 1857

At first part of these
24 hours fresh breezes from SW
and thick fog steering ships
under all sails employed in
Steering ships duty Sent light breezes from E & E and
the rest employed in ships duty

Lat 52-38
Long 160-0

Sunday the 14th day of June A D 1857

At first part of these
24 hours fresh breezes from E and
the latter ships under all
sail steering a good distance
About 3 miles saw one ships
From N E and clear the latter
part steering under all
sail and saw ships near
The South side of Kamstatka

Monday the 15th of June A D 1857

The first part of these
24 hours shows winds from the
[illegible] and [illegible]
[illegible] the middle part the winds
Side of Kamtskatka shore heavy
blue looking [illegible] ships
in sight

Lat. 59=38
Long 159=53.

Tuesday 16th of June A D 1857

The first part of these
24 hours light breezes from the Land
[illegible] ships in sight the middle
[illegible] part light breezes from the Land
[illegible] ships in sight the [illegible]
[illegible] part [illegible] ships in sight
the ships [illegible]

Lat. 58=22
Long 158=04

Wednesday 17th of June A D 1857

The first part of these
[illegible] light breezes [illegible] and
[illegible] ships near the Land
All sail ashore man of duty, with
the middle part with [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

Thursday 18th of June A D 1857

The first part of these
[illegible] with [illegible] [illegible]
Clear ships across the Land the
Middle and last light breezes
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]

[illegible] Schooner Hector A.D. 1857

Friday the 19th of June A.D. 1857
the first part of these
24 hours light winds from W.N.W. and
light airs during by his anchors and
Boats the above employed in cutting
in the middle and latter part these
24 hrs lying by his anchor in 17 athms
to water [illegible] of July sick
& cutting in middle and ending wi

Saturday the 20 of June A.D. 1857
the first part of these
24 hours light airs and calm from
N.W. and clear this at anchor in
12 fathoms water of the north
shore of Lunenburg harbour
Boats employed in hoisting out wi
the middle part light airs from W.N.W.
hours this at anchor the latter part
part employed in hoisting out wi
blowing [illegible] a man of July sick

Sunday the 21 of June A.D. 1857
the first part of these
24 hours light airs from W.N.W. to
this lying by his anchor off the north
shore employed in cutting [illegible] and
trying part the middle and latter
part light airs and calm employed
the Morning down two boats chasing
[illegible] with no success

Monday the 22 of June A.D. 1857
the first part of these
24 hours calm ships at anchor employed
at Morning down two boats all
together can towards the middle
and light airs from W.N.W. these
this lying by his anchor off the
South shore of Lunenburg the
latter part the same hours of
this morning the last of the hour
employed in hoisting out a
One man of July sick

Remarks on Board Ship Sarah [illegible]

Monday 1st June A D 1857

The first part of these 4 hours light airs and calm ship under all sail boats employed towing ashore employed at boiling oil at the Middle part calm employed in boiling oil and 2 boats towing ashore employed in boiling oil at the [illegible] Island of Kamtschatka

Wednesday 3rd of June A D 1857

The first part of these 4 hours light airs and calm employed about the boat boats in towing ashore employed in boiling oil at the middle part [illegible] and [illegible] ashore employed in boiling oil at the latter part the Same [illegible] of duty [illegible]

Long 158-30

Thursday the 4th of June A D 1857

The first part of these 24 hours calm ship under all sail employed in boiling oil at the latter part employed in boiling oil and towing ashore boats employed in towing ashore boats employed in boiling oil at the latter part calm employed in boiling oil and towing ashore boats employed in towing ashore boats employed in boiling oil at the latter part Light breezes from E to E and Southerly ship under all sail employed as the latter part employed in boiling oil the Same all employed in boiling oil

Latitude

Long 158-07

[illegible] June [illegible] Day Harbor of [illegible] 1852

[illegible]

the first part of these
24 hours is the breeze from [illegible] clouds
thin on the eastern last under all sail
but [illegible] in steering down sit at 6 P.M.
& [illegible] steering down the middle
part [illegible] from [illegible] and [illegible]
[illegible] under all sail
the latter part pm [illegible] in the
[illegible] last little [illegible] doing

Saturday [illegible] June [illegible] 1852
the first part of these
24 hours light airs from [illegible] and clear
ships near the land under all sail
The middle part light breeze from
SE and clear ships near the land
3 P.M. The latter part the same 5 ships in
Site saw gave chase with [illegible] no sail
came to the ship and hoisted up
the boats

Sunday [illegible] June [illegible] 1852
the first part of these
24 hours light winds and [illegible] ship
[illegible] [illegible] ship in site to
Middle part calm ships
[illegible] under all sail [illegible] in sit
The latter [illegible] and [illegible]
[illegible] sail

Monday [illegible] June [illegible] 1852
the first part of these
24 hours light airs and calm ships
under heavy sail [illegible]
[illegible] and latter [illegible] light airs
and calm [illegible] the land under
all sail [illegible] [illegible]
[illegible] with [illegible] [illegible]
[illegible] sail [illegible] in site

Log of the Bark Thompson of N.B.

Sunday the 28th June A D 1857
the first part of these
24 hours light airs from E.N.E. and
fog. ship off and on boats
Chasing whales with no success
the middle and latter part calm
Ships of the land under all sail
Saw whales sent two boats in
chase the 2 Boat struck and took
him to the ship

Monday the 29th June A D 1857
the first part of these
24 hours light winds from N.E.
and clear this, near the land
employed in cutting in the whale
the middle and latter parts
light airs from N.E. and clear
with the western shore
employed in hoisting out oil
Man on duty sick 3 Ships in site

Thursday the 2nd July A D 1857
the first part of these
24 hours past these from N.E. and
and fair the western shores employed in hoisting out oil the
middle and latter part with
and calm ships under all sail
13 Ships in site one man on duty sick

Friday the 3rd July A D 1857
the first part of these
24 hours past this ships to the bank
Ships in site employed in hoisting
out oil the middle and latter
Part Part light airs from E and South
Part Ships in to the land N.E. 3 in
site employed in hoisting out oil
and stowing down two men
on duty sick

[illegible] 6th Day of July 1857

Saturday the 4th July A D 1857
the first part of these
24 hours light winds from N and E and
fair weather
So the boats employed in hailing out
Oil and stowing down the middle
boat about 1/2 past eight AM and return
ships near the land in ships site employed
at hailing out at two men of that
Sick

Sunday the 5th July A D 1857
the first part of these
24 hours light winds and fair weather
left the land under all sail
employed in hailing out two boats
[illegible] these hailing for what remains
the hailing out with the middle
Past nine AM and return about 1/2 of
the whale were employed in stowing
Down two casks for these hailing
After whales two men of sick

Monday the 6th July A D 1857
the first part of these
[illegible]
[illegible]
[illegible]

Journal of Port Phillip Champion of the Seas

Wednesday the 8th of July A D 1857
the first part of these
24 hours calm ships off the ice boats in
sight after whales but saw none
Lat 63° 6' N Long 168° 30' W
Light airs the boats the middle
part the first night and part
of the day ships the boats two boats in
sight chasing whales two whales
Duty sick 5 ships in site

Thursday the 9th of July A D 1857
the first part of these
24 hours calm ships in the land
boats in sight chasing whales
the middle part calm ships laying
off the mouth of Kowtakka
the latter part with breeze down the
coast ships boats in sight chasing
five whales 2 ships in site

Friday the 10th of July A D 1857
the first part of these
24 hours light airs and thick foggy
ships near the land under all sail
the middle part light airs and
calm and thick foggy the latter part
The same ships near the mouth
of Kowtakka under all sail

Saturday the 11th July A D 1857
the first part of these
24 hours pleasant breezes and
light foggy ships off the land under
short sail the middle and latter
part light breezes and foggy
ships near the land
2 ships in site two miles of duty
sick

[illegible]

Sunday 15th July AD 1855

[illegible]

Said Saith the middle part the [illegible]
one latter part ship near the [illegible]
the vessels lowered two [illegible]
aboard with [illegible]

[illegible]

Monday the 16th July AD 1855
the first part of the
[illegible]

22 hours first Steers from [illegible] and steady
Steering ship with [illegible] under all sail
the middle and latter part calms
[illegible]

Wednesday the 18th July AD 18[illegible]
the first part of [illegible]
[illegible] airs and calm ship
[illegible] Saith the middle part, [illegible]
From N.W. and and foggy the [illegible]
[illegible] ship [illegible]

Thursday the 19th July AD 1855
[illegible]

24 hours [illegible]
[illegible]
[illegible]
and seen steamer ships
[illegible] Saith the latter part
[illegible] and the fog
the vessels two [illegible]
employed in ships duty

Carrie Rodgers

Remarks on Board Ship Champion of the
for
Friday 3d of July A D 1857
the first part of these
24 hours with heavy squalls and rain
&c, the last part of the
latter part moderate all sail the
same first light wind and calms
Ships on the Eastern Tack under
little or nothing doing aboard

Saturday 4th of July A D 1857
the first part of these
24 hours fresh breezes from N.E and
high Sea Ships on the Starboard
Tack under all sail the middle
part light breezes from N.E and thick
Sea Ships on the Western Tack
under all sail the latter part the
same little or nothing doing a
Board Ships

Sunday 5th of July A D 1857
the first part of these
24 hours light airs from N.E and thick
Fog and mainey Ships about boarding
on the Western Tack under all sail
the middle part light breezes from
N.E and thick fog Ships on the
Western Tack under all sail the
latter part the same

Monday 6th July A D 1857
the first part of these
24 hours light airs from N.E and
Cape Sandy Island bore about
about 12 miles the nearest land
North East 25 miles also bore
S.E by E 45 miles and Ship
the middle part light airs
from North and Easterly and
all sail the latter part
part fine breezes from the same
Course in steering out the
Gate and Steering it over

Wednesday the 21 of July A D 1857
the first part of these
24 hours calm Sainsk Island Bore S W
Light airs & calm 3 miles off the middle part
light breezes from W N W and more
ships stood towards the eastern tack
the latter part light airs from W
and foggy ships close hauled on the
Southern tack under all sail employed
as ship duty
Lat 57 55
Long 158 55

Thursday the 22 of July A D 1857
the first part of these
24 hours light airs from W N W and thick
Fog ships on the Southern tack under
all sail the middle part the same
the latter part light airs from W N W
and foggy ships hauled on the western
tack under all sail little or nothing
Doing

Thursday the 23 of July A D 1857
the first part of these
24 hours fresh breezes from W N W thick
Fog misty ships stood hauled on the
Western tack under all sail the
middle part the same the latter part
employed as ship duty

Friday the 24 of July A D 1857
the first part of these
24 hours light breezes from W N W and more
part misty ships stood towards
Sail the middle part light breezes
the latter part light airs
light variable from W N W to W S W
ships stood towards the Eastern
Employed at ship duty
In the rigging

Lat 57 = 25

[illegible] Clock [illegible] Log Master [illegible] 1857

[illegible] 28th [illegible] 1857

the first part of these
hours light airs from NW and the
steering ships W½N under all
Middle and last hours breezes from [illegible]
[illegible] ship [illegible]
[illegible] light airs from the same
Ships heading to the westward. Saw two
[illegible] distant 15 miles one
[illegible] distant 2 miles employed in
Swaging yokes in the rigging.

Wednesday 29th of July A.D. 1857

the first part of these
24 hours light airs and calm ships of the
[illegible] distant saw 25 sail
[illegible]
[illegible] steering ships
[illegible] all sail to the [illegible]
[illegible] 4 ships in sight
[illegible]

[illegible] 30th of July A.D. 1857

the first part of these
[illegible] hours with breezes from NW and calm
Working to the westward under all sail
[illegible] saw 25 sail
distant 15 miles and dig Channel
Island Bore from S to W distance
[illegible] miles in sight
the middle and latter parts thick
and rainy ships under double
reefed top sailes & ships in sight
[illegible] Harbour dig channel and
[illegible]

In the Schooner Isaac W Gray Master A D 1857

[illegible]

Island at 5 PM came to anchor in the Harbour of Petchistoff in 12 fathoms of Water 2 boats looking for the Remainder of the crew employed in getting Wood and water the middle part Breezes from SW and clear ship under [illegible] Got [illegible] and 3 Indians

Friday the 7th August A D 1857

24 hours light airs and calm at 1 PM came to anchor in Chanter bay near to the [illegible] 2 boats looking for the middle part [illegible] Got [illegible] and 3 Indians

Wednesday the 5th of August A D 1857

24 hours past 1 PM the first part of these hours light breeze from SW and clear ship laying by her anchor in Chanter Bay in 11 fathoms of water [illegible]

Thursday the 6th of August A D 1857

[illegible] by her anchor in Chanter bay the [illegible] 2 boats looking for the remainder of the crew employed in getting wood and water the middle part light airs and calm [illegible] Got [illegible] and 3 Indians

[illegible] the [illegible] of [illegible] Bay Alaska 1857

Monday the 3 of August A D 1857
the first part of these
24 hours light breezes from [illegible] and
[illegible] by the middle in these
[illegible] and in the
The crew employed in stowing down
and Boiling out whale oil the middle
and latter part the same

Wednesday the 12 of August A D 1857
the first part of these
24 hours light breezes from [illegible] and
this having by this middle in these
part 2 first employed the remainder
of the crew employed in stowing
down and Boiling out whale oil
the middle and latter part the same

Thursday the 13 of August A D 1857
the first part of these
24 hours light breezes from [illegible] and
[illegible] by the middle in
these 24 hours employed the remainder
of the crew employed in stowing down
and boiling the middle and latter part
the same

Friday the 14 of August A D 1857
the first part of these
24 hours light breezes from [illegible] and
this having by this middle in
these 24 hours employed the
remainder of the crew employed
in stowing down the middle and
latter part the same

Remarks on Board Ship Timoleon 1.12

Tuesday the 5th of August A.D 1887
the first part of these
24 hours light winds and pleasant
Ship employed in boiling pieces
of blubber two boats off whaling
Saml Ste ... Ship ... the whole
B.R. ... during the middle
and latter part the same

Wednesday the 6th of August A.D 1887
the first part of these
24 hours calm Ship employed boiling
pieces of blubber two boats off
Saml Ste whaling and at 2 p.m saw
B.R. a sperm whale came down
and struck the Ship the whole
middle and latter part the same

Thursday the 7th of August A.D 1887
the first part of these
24 hours light winds and pleasant
Saml Ste employed boiling pieces of
B.R. blubber the middle and latter
part the same

Friday the 8th of August A.D 1887
the first part of these
24 hours light winds and pleasant
Saml Ste employed boiling pieces of
B.R. blubber the middle and latter
part the same

Saturday the 9th of August A.D 1887
the first part of these
24 hours light winds and pleasant
Saml Ste employed boiling pieces of
B.R. blubber the middle and latter
part the same

Sunday the 10th of August A.D 1887
the first part of these
24 hours light winds and pleasant
Saml Ste employed boiling pieces of
B.R. blubber the middle and latter
part the same

Wednesday the 19th of August A.D. 1857
the first part of these
24 hours light breezes from W.S.W. and
Pleasant ships employed as with all
part the middle and latter
Part the same employed in ships duty

Thursday the 20th of August A.D. 1857
the first part of these
24 hours with light breezes from W. and fair
Ships to anchor in Chantar bay at
7 fathoms water the boats employed
the middle and latter part the
same as on the anchor and
picked ships to sea

Friday the 21st of August A.D. 1857
the first part of these
24 hours light airs and calm ships to
anchor in the bay all 5 boats employed
[illegible] the middle
and latter part the same employed
as before

Saturday the 22nd of August A.D. 1857
the first part of these
24 hours light [illegible] and
Clear ships at anchor five boats
employed with one boats the
[illegible]

Sunday the 23rd of August A.D. 1857
the first part of these
24 hours light winds from W. and calm
ships laying at anchor in Chantar
Bay 4 boats employed middle the
Middle and latter part the same
A number of whales in sight

Remarks On Board Ship Champion of

Monday the 24 of August A D 1857
the first part of these
24 hours light winds and main
Ships having fast their moorings
Manned their 4 boats chasing whales
& number of whales in sight

Tuesday the 25 of August A D 1857
the first part of these
24 hours light winds and main
Ships to the NW 4 boats of whales
The middle part calm Ships
Boats the same boats chasing

Wednesday the 26 of August A D 1857
the first part of these
24 hours [illegible] Ships [illegible]
Bay boats chasing whales the 2d Boat
struck and fast to [illegible]
[illegible] and also struck in cutting
in and two boats off whaling

Thursday the 27 of August A D 1857
the first part of these
24 hours [illegible] with fine [illegible]
keeping fast their anchor in [illegible]
[illegible] the [illegible]
Boats the same employed in
Stripping [illegible]

Friday the 28 [illegible]
[illegible]
24 hours light winds from [illegible]
and clear ships under way
[illegible]
The middle and latter parts
these from SW and [illegible]
under way 21 Ships in sight
in Bowling at 6 AM let go the
[illegible] of [illegible]
took the anchor moored Ships to
the SW Ship

[illegible]

[illegible] Boats [illegible]

Wednesday 8th of Sept A D 1858

the first part of these
24 hours boat hoves from [illegible] and
4 boats the whaling ground took
steam and took [illegible] to the ships
employed in cutting in whale cutting
in [illegible] and hauling & ships in site
the middle and latter part hoste
boats from & and all hands ships
saving for the anchor in 12 fathoms
of water near the Eye Side of
Pelha Island at 6 took the anchor
and worked ships to South Head
Boats off whaling

Thursday 9th of Sept A D 1858

the first part of these
24 hours light airs inst and fine
Set laying off Pelha Island the middle
boat light hoves from at 8 and clear
Ship laying with his mizzen yard
& back aback of the westernmost
the latter part light hoves from S
And clear ships under all sail near
the western shore

Friday 10th of Sept A D 1858

the first part of these
24 hours boat hoves from Pelha and
other ships of the western shore under
all sail employed at hauling out whale
Off the middle boat light airs
from SE and clear part this day
the anchor in 12 fathoms of
water to the SE of Pelha Island
employed in hauling out [illegible]
the latter part both boats came to
and with ships at 5 P M took
the anchor and worked ships
to the Southward under all sail
& ships in site

[illegible] 1st Part Master A D 1857

[illegible] 1st [illegible] A D 1857

[illegible] the first part of these
24 hours strong winds from the N.E. and thick
[illegible] the Anchor and
Worked Ship in to Harbour at 8 AM
[illegible] the Anchor in
9 Fathoms of water Two miles from
the Land Ship in the Harbour the
middle part these 24 hours strong winds from
N.E. but thick Weather so that
Anchor in 8 Fathoms Water in Harbour
Moored the latter part these

Monday 31st Sept A D 1857

the first part of these
24 hours [illegible]
[illegible]
[illegible]
the Anchor in working order two
Boats off watching at 5 PM took the
Anchor and moored Ship in the
Western Shore 10 Ships in Harbour

Thursday the 8 of Sept A D 1887
the first part of these
24 hours light winds from S and
SW at 8 P.M. strong breeze from
W by S. those employed at different
the middle part light breeze from
N.E. and the ship rolled very
much and more the westerly
those for the first watch from
8 P.M. and for the first watch
Still sail off the coast. Moore &
Ship in Sight

Wednesday the 9 of Sept A D 1887
the first part of these
24 hours light winds from S.W. and fair
Working ship to westward under
All sail Sent the fore sail down
On Deck and Sent up a mainsail
And Sent it to the yard. at 8 P.M.
light winds from S.W. and fair
Sail in latitude 43.16 and
Cloudy Weather

Thursday the 10 of Sept A D 1887
the first part of these
hours light winds from S.W. and
Working ship to westward under
All sail at 8 P.M. Saw Cape
Sable and Sent three boats
But with no success came to the
ship and hoisted in the boats
Saw a fast sailing Yacht bore to
the ship and sent boat in employ
On board Evening fine weather part
Light winds from S.W. and
fair Working ship to
Cape Ann Made

Log of the Ship of Gray Master A D 1857

Sunday the 11 of Sept A D 1857
the first part of these
24 hours light winds from SE and SW
ship laying at anchor in Cowkins
Hole to the SW under all sail steering in
for the middle part more like of the
latter part more like and heave
anchor at 8 and steer standing ship to the
SW under all sail 22 ships in site

Saturday the 12 of Sept A D 1857
the first part of these
24 hours light wind from SE and clear
ship laying at anchor in 12 fathoms
the under color Ellen Island bore of
Holing the middle part calm ship
laying by his anchor near Ellen Island
the latter part fresh breezes and clear
at 7 AM took the anchor and
Warped Ship with two boats ebbing

Sunday the 13 of Sept A D 1857
the first part of these
24 hours light airs and clear ship
laying by his anchor in 12 fathoms
the middle part calm ship laying
by his anchor the latter part light
breezes from SW and clear
at 10 AM took the anchor and warped
Ships to the SE at 5 PM let go the
anchor again two boats ebbing

Monday the 14 of Sept A D 1857
the first part of these
24 hours light airs and clear ship
laying by his anchor near the little
Ellen Island two boats ebbing
the middle part calm ship laying
by his anchor the latter part
calm two boats ebbing

Extracts from the Log of Ship Hunter of N York 1857

Saturday the 19th of Sept A D 1857
the first part of these
hours fresh breezes from S W and
Ships on the northern tack under all sail
the middle part light airs and calms
Ships Betsinbut big Chanter and Brooker
Islands the latter East the Last

Sunday the 20th of Sept A D 1857
the first part of these
24 hours ending Ships under all sail
Brooker Island Bar S distant 15 miles
little or [illegible] and [illegible]
part light airs from W and clear
Steering Ships under all sail the latter
part [illegible]
Steering Ships E under all sail

Lat 5 5 = 2 6
Long 140 = 5 1

Monday the 21st of Sept A D 1857
the first part of these
hours fresh breezes from W & W N W and
clear steering Ships E S E under
all sail [illegible]
Ships E S E under all sail the latter
part the Lamu 4 boats chasing humpbacks

Lat 5 4 = 2 8
Long 140 = 3 ?

Tuesday the 22d of Sept A D 1857
the first part of these
[illegible]
and pleasant steering Ships E S E
under all sail hunting a man overboard
Rial the middle part light airs
Brooker Island and cloudy with rain
the latter part the same
Ships E S E under all sail and
Sail in sight

Lat 5 4 = 0 6
Long 140 = 5 8

Remarks On Board Ship Champion for 1857

Wednesday the 23 of Sept A D 1857
the first part of these
24 hours light winds from E to N E
Steering Ship S E & under all sails the
Employed in different parts on ship in
the the middle part light winds
from N E to E all sail the
Latter part the same Lat 53=15
Long 140=49

Thursday the 24 of Sept A D 1857
the first part of these
24 hours light winds from E to N E
Ones part Steering S E & S under
All sail at 4 PM saw whales the
Starboard Boats in Chase with
The Ships the middle part strong
Winds from N E and cloudy
Ships under reef top sailes and
Laying to in order to take the
Whale along side at day light
So to the last part pass from
Employed in Cutting in the
Whale to the Main & Commenced
Cutting all hands

Friday the 25 of Sept A D 1857
the first part of these
24 hours strong winds from E and
Clear all hands employed in
Cutting in at 7 PM finish cutting
the whale the part pass from
E to N E and clear all hands to
Wind Cutting out the whale all
Clear Decks and rounds Stowed
Out the Boats Employed

[illegible] Sea 1st part Thursday 1855

Saturday the 26th Sept.r A.D 1855
the first part of these
24 hours light winds from S.W & W.S.W
with fair weather & under easy sail
Part employed in hoisting out & in
boats & the middle & latter parts
hove to with the sails to the mast
hoisting out & in boats & employed
in sailing

Sunday the 27th of Sept.r A.D 1857
the first part of these
24 hours light winds from W.S.W & thick
hazy weather & under easy sail
& the middle & latter parts
employed in hoisting out & in
Boats & setting up rigging The middle
part the same & latter part
light breezes from W.S.W & thick weather
Rain employed in hoisting out & in

Monday the 28th of Sept.r A.D 1857
the first part of these
24 hours light winds from W.S.W to
fair & fine weather & under easy
sail employed in hoisting out & in
boats & sewing sails the middle
part light winds from W.S.W & fine
weather & under easy sail employed
in hoisting out & in boats & sewing sails
& the latter part light variable winds
employed in steering down

Tuesday the 29th of Sept.r A.D 1857
the first part of these
22 hours calm ships under easy sail
& boats employed in sewing sails
Some of the middle & latter
Breezes from S.E & cloudy weather
& the latter part the same
& boats employed in steering
down

Remarks On Board Ship Champion of

Wednesday the 20th of Sept A D 1854
the first part of these
24 hours pleasant breezes hove to and
Passing vessels - the report made
by the watch - Sick made ..
Sail at 5 PM finish Burning
Bone the middle part light airs
Hove to and saw boat ships and
the eastern land, under all sail
The latter part light airs Hove to
and made repaired the Burning
Bone

Thursday the 5th of October A D 1854
the first part of these
24 hours light airs Hove to and saw
boat ships on the eastern tack
Boat hoisted and the all sail
Employed in Burning Bone the
latter part pleasant Hove to and
saw a sail steered Hauled on
the eastern tack under all sail
The latter part the same Saw
Whales lowered the boats the 1st
Boat missed a large whale and
Came to the Ship Lat 49-20
Long 151-00

Friday the 6th of October A D 1854
the first part of these
24 hours with heavy squalls saw ships
Ships steered on the eastern tack
under all sail saw whales but did
not lose for them they was going
to the southward past the
middle part pleasant breezes saw 1 sail
steered ship heading the same the
latter part ship under close top sails
Employed in Burning the Bone
owing to the whales not passing
near enough to be worth the
boats time to keep a boat it seem
Long Lasting and it did not pay
to be at expense to attack the whale
Sail to him some after the capt took
Sight of them and steered between with
some then let go of the wheel and began
to eat the capt stuck his dinner as usual to

U. S. Ss Michigan Sea. 1st Dist. 1857

Cutch when the mate took Green away from the capt the capt threw punnishe Him and put him in irons as he has caused a great deal of trouble on board.

Saturday 3rd of October A.D. 1857
the first part of these
[illegible] Hickotte past light bins from S.E. and Clear steering ships Sounded all said the latter past light bins from S.E. and Clear ships that hauled on the eastern Sub ripter all said bin two Stars to One Bearing S.E. by S. and one Bearing [illegible] about 15 miles the Manitou Island dist ~~Bearing~~ 20 miles

Sunday 4th of October A.D. 1857
the first part of these
24 hours light bins from S.E. and Thick Hazy with rain sounded in getting in the [illegible] at the middle part with [illegible] from the [illegible] light [illegible] from the Manitou Island

Monday 5th of October A.D. 1857
the first part of these
24 hours light winds and hazy steering [illegible] at the State under the [illegible] at 5 PM a Rock Bore S.E. dist 5 miles [illegible] Dist 10 miles sounded in working Ship Clear of the land The middle [illegible] Eastern Sub under all sail the [illegible] to and steady ship in the States employed in mending [illegible]

Lang 188=11

Remarks On Board His Majesty's Ship Champion of

Saturday the 6th of October A D 1827

[illegible] the first part of these
[illegible] Winds from SE and thick
[illegible] Standing Ships to Eastward under
[illegible] all Sail at 5 PM the North
[illegible] Point Sandy Hook bore [illegible] 8 miles
[illegible] Point Sandy Hook bore [illegible] 10 miles
[illegible] the [illegible] Point Sandy Hook
[illegible] Light Winds from S and Cloudy
[illegible] passed Through the States
[illegible] Standing Ships
[illegible] Light Winds from S and Cloudy

[illegible] Ship [illegible] [illegible] Masters

Thursday 15th October AD 1857
The first part of these
24 hours fresh breezes from W.N.W. and
Squally steering ship E.S.E. under all sail
employed in mending sails and running
Rigging one man sick with the mumps
Past fresh breezes from W. and clear steering
ship E.S.E. under all sail the latter
Part strong winds from S.W. and
squally steering ship E. and all sail
employed in mending sails saw an sail

Lat 47-00

Friday 16th October AD 1857 Long 1[illegible]
The first part of these
24 hours strong winds from S.W. and
Squally steering ship under all sail
the middle part strong winds from
S.W. and clear steering ship E.S.E. and
Wale top sails the latter part strong
Winds from S.W. and thick hazy steering
ship E.S.E. under all sail employed
In mending sails

Saturday 17th of October AD 1857
The first part of these
24 hours strong winds from S.W. and thick
Squally with rain squalls ships there
Hauled on the Eastern Tack under all
Sail at 1 PM the commenced tacking and
Sail at 4 PM the wind veered
Back again top sail this moderate part
Steering heavy from the S.W. and
Squally with rain steering ship
E.S.E. under a close main top sail
[illegible] the latter part strong winds
from S.W. and thick with rain
Steering ship E.S.E. under all sail

Lat 48 = 50
Long 172 = 37

Journal of Occurrences on board the Ship

Sunday the 4th October A.D. 1857
the first part of these
24 hours Light winds from W.N.W.
and cloudy steering Ship E.S.E
on the Port tack with the wind
abeam & Sails as before
Set the 4th sail & Stay
Sails & Gave the Watch
Liberty till the Watch at Sail
Sent the Top Sail Sheets and
Sent up a Mizzen and
Sent it to the yard

Lat 45 26
Long 176=04

Monday the 5th of October A.D 1857
the first part of these
24 hours these winds Gale W.N.W
cloudy steering this Course
all Sail the Middle part hole
& Squally Steering
Ships E.S.E under all Sail the
latter part the same employed
the steering braces

Lat 44=25
Long 179=21

Tuesday the 6th of October A.D 1857
the first part of these
24 hours fresh breezes from W.N.W and
Cloudy squalley steering Ships E.S.
under all Sail employed in different
Parts a board the middle part
fresh winds from W.N.W and
squally all hands employed
in setting the same in
the morning sails and reefing
Braces

Lat 44 25
Long 179

[illegible] the Month Ended 31st Day March 1853

[illegible]

[illegible] Steering Ships & under all Sail employed [illegible]

Long 170 = 39 W03+

Thursday the 15th of October A D 1857

the first part of these [illegible]

24 hours Strong winds & Squalls [illegible] Dy Steering Ships & under all Sail employed in mending Sail two men Duty Sick the middle part fresh Breezes [illegible] and Strong winds [illegible] And clear Steering Ships & under all Sail employed at mending Sailes and Sent to work at the rigging

Lat 41=06
WBY Long 166=89

Friday the 16 of October A D 1857

24 hours strong winds from NW and clear [illegible] Steering Ships & under all Sail employed [illegible]

Sunday 13th of October A D 1850

the first part of these
24 hours light breezes from W and
under all sail the middle part
Light winds from W and Squally
Steering ships C B under all sail
the latter part the same employed in
Small pikes in the regular two
men off duty Sick

Lat 0.26
Long 158-12

Monday 14th of October A D 1850

the first part of these
24 hours light breezes from W and
under all sail little or nothing
Doing aboard Ships

at Lat 37-21
W Long 158-28

Monday 14th of October A D 1850

the first part of these
24 hours [illegible] and
[illegible] the middle part
[illegible] and
[illegible] under all sail
[illegible] and clear employed
Setting Spunn yarn and
Two men off duty Sick

Lat 36-10
Long 158-23

In the North Sea Depy Master 1857

Tuesday the 20 of October A D 1857
the first part of theas
24 hours fresh breezes from S.S.W and fine
Steady sailing Ships S.S.E. under
all sail employed in knotting lines
and making sun and a main gaff
the middle part more windy than the
first with the Ships under all sail the latter part the same

North Lat 35-36
West Long 158-08

Wednesday the 21 of October A D 1857
the first part of theas
24 hours light breezes from S and clear
Ships under all sail almost hauled on the
Starboard tack under all sail employed
Sundries some the middle light
breezes from S and clear Ships under all
On the starboard tack the latter part the
same two men employed in fitting a main top gall mast
and Securing it a Sept

North Lat 33-44
West Long 158 - 20

Thursday the 22 of October A D 1857
the first part of theas
24 hours light airs from E and fine
Ships under the Starboard tack employed
all employed one a rattling up a main
Mizz top gall mast and Sent the
Yard up a mizzen and bent it to
the yard the middle part light
Breezes from S.S.E and clear Ships
under all sail on the starboard
tack the latter part ships on the
Starboard tack employed all sail
two men employed Sundry with
three ships in sight and making
a main mast yard

Lat 33-14
Long 158-38

Remarks On Board the Champion of the Sea

[illegible]

Saturday 24th of October A D 1857

[illegible]

Sunday 25th of October A D 1857

[illegible]

the first part of these
24 hours light airs from S.W. and clear ship
[illegible] took under all sail the
middle part light airs from S.W. and
fair ship steering as the wind
allowed under all sail the latter part
the same employed at various jobs in
the rigging and variable [illegible]

the
hours light airs from S.W. and clear
ship steering as the wind allowed under all
sail employed in unbending sails the
Middle part the same the latter part
Fresh breezes from S.W. and clear ship
Steering as the wind allowed under
all the same employed at various
jobs in the rigging and variable [illegible]

Lat 29=53

the
hours light breezes from S.W. and clear
ship steering as the wind allowed under all
sail employed at various jobs in the
rigging and variable [illegible]

[illegible] Ship [illegible] Voyage Master [illegible]

[illegible] the 4th A D 1857
the first part of these
[illegible] winds from E N E and then
[illegible] the last part the same
[illegible] Steering Ship [illegible]

Lat [illegible]
Long 134 - 09

[illegible] the 5th A D 1857
the first part of these
[illegible] winds from N E and then
Steering Ship [illegible] the last part the same the latter
part winds the same steering Ship
[illegible] under all sail employed in [illegible]
Ship

Lat 21 - 16
Long 150 - 09

Tuesday the 6th of Nov A D 1857
the first part of these
21 hours first hours from E N E and [illegible]
Steering Ship [illegible] under all sail
[illegible] Breeze [illegible] Steering Ship
[illegible] the B [illegible] under all sail [illegible]
[illegible] Ship [illegible] Steering [illegible]
about 10 miles the latter part
[illegible] the same steering [illegible]
[illegible]

Sunday 8th day of Nov A D 1857

The first part of these
hours light breezes from S and E
This laying by the anchor in harbor
[illegible] employed in repairing the
Pinnace and mounting the [illegible] and
Mast heads the latter part the same

Monday 9th day of Nov A D 1857

The first part of these
24 hours light breezes inclining S & and E
East ships laying by his anchor in the
Harbor of [illegible] employed
The pinnace and painting ships the latter
[illegible] Off water

Tuesday the 10th day of Nov A D 1857

The first part of these
[illegible] hours [illegible] and
This laying by his anchor in the
Harbor [illegible] employed
[illegible]
the Pinnace

Wednesday the 11th day of Nov A D 1857

The first part of these
24 hours [illegible]
Volcano [illegible] by his anchor in
the harbor of Funchal are subject
as these are Latterly the seat of the
Pinnace employed in getting off water
And [illegible]
[illegible] from fitting the [illegible]

[illegible] Harbour Kingston [illegible] Jamaica [illegible] 1857

Monday 16th of Nov A D 1857
the first part of these
24 hours light airs from [illegible] and cloudy
Ship laying by her anchor in the
Port of Kingston Harbour employed
Came to sail & steering [illegible]
Port light winds from the same
All hands employed in getting ship
ready for sea and standing out of harbour

Tuesday 17th of Nov A D 1857
the first part of these
24 hours light [illegible] from [illegible] and clear
Ship laying by her anchor in the
Port of Kingston Harbour employed in getting
ship ready for sea & standing out of harbour
Came to sail

Wednesday 18th of Nov A D 1857
the first part of these
24 hours light [illegible] from [illegible] and clear
Ship laying by her anchor in the
Harbour of Kingston employed in getting
[illegible] a new main top sail yard
Bending it to the yard the latter
part the same two hands employed

Thursday 19th of Nov A D 1857
the first part of these
24 hours light winds from [illegible] and clear
Ship laying by her anchor in the
Harbour of Kingston employed in getting the
Ships ready for sea

Friday 20th of Nov A D 1857
the first part of these
24 hours fresh breezes from [illegible] and clear
Ship laying by her anchor in
Harbour of Kingston employed Ships
Co [illegible] into the Hold part the same
Two men came on board
Samuel Nelson and Charles Brown

Remarks On Board Ship Champion of NB

Saturday the 21st of Nov A D 1857
the first part of these
24 hours light winds from S and
fair. Ship sailing by the watch
in the Harbour of Swatow employed
getting up the [illegible]
and [illegible] all the latter part
the Same

Sunday the 22nd of Nov A D 1857
the first part of these
24 hours light breezes SE and
Cloudy. Ship sailing by the watch
in the Harbour of Swatow Discharged
Pilot Grant Sailor one man came
On board. Wm Colton. Manuel
Fora and Manuel Sousa came
On board to day.

Monday the 23 of Nov A D 1857
the first part of these
24 hours light airs from SE and
[illegible] and [illegible]
and made all sail and stood
Out of the Harbour to day. Mr
Faulkland came on board as Pilot
for Obin at 2 P M the capt
came on board and set sail
& stood to sea. P M under all
sail employed in getting the
Anchor on the bows and steering
NE and [illegible] [illegible]
and variable and light [illegible]
[illegible] employed at different jobs
on Board Ship

Lat 23 3
Long 157 - 52

Agreement between the Harbor Master of Boston and Captain [illegible]

Boston 24th of Nov A D 1857

The first part of these
Presents Witness that the said Master
doth hereby agree with the said Captain
that he will keep all said Boats in the
Channel from the Middle Head Light to the middle
Head Light House from the 1st day of
December next to the 1st day of April
next both days inclusive

Lt 10 - 0
Lm 0 0 =

Boston 24th of Nov A D 1857

The first part of these
Presents Witness that the said Master
doth hereby agree with the said Captain
that he will keep all said Boats in the
Channel from the Middle Head Light to the
Light House on Long Island under the
direction of the Harbor Master
Painting the boats

Lt 11 - 0 2
Lm 0 0 4

Boston 24th of Nov A D 1857

The first part of these
Presents Witness that the said Master
doth hereby agree with the said Captain
that he will keep all said Boats in the
Channel from the Middle Head Light to the
Light House on Long Island under the
direction of the Harbor Master
Painting the boats and fitting them
for the Winter

Lt 11 - 0 2
Lm 0 7 10

Friday 27th of Nov A D 1857
the first part of these
24 hours fresh breezes from E & E and
Clear steering ships S E & E under all
Sail the middle part fresh breezes
& Cloudy and clear steering ships
S E & E under all sail the latter
part the same employed at small
Sailes in the morning

Lat 8=48
Long 150 51

Saturday the 28th of Nov A D 1857
the first part of these
24 hours fresh breezes from E & E and
Clear ships steering S E & E under all
sail during the morning the
middle and latter part fresh breezes
from E & E and Clear steering ships
S E & E under close reefed Sailes
Little or nothing doing on board

Lat 7 15
Long 149 45

Sunday 29th of Nov A D 1857
the first part of these
24 hours fresh breezes from E & E and
Clear steering ships S E & E under
S E & E under Close reefed Sailes employed
in steering the boats sailes the
middle and latter part Heavy
Rain squales from E to S E ships
under close reefed Sailes part of the
time and part of the time
All Sail

Lat 4=55
Long 155=38

Rounded the Low Island at 4 P.M. Gray, Master A.D. 1857

Monday the 30 of Nov A.D. 1857
the first part of these
24 hours light and baffling winds have
prevailed with rain squalls at 4 P.M. Low
Headed on the Southern tack under
all sail saw one ship employed in
ship tacks in sight last night at
8 P.M. this ship last headed on the
Southern tack under all sail the
latter part the same employed in ship
duty

Lat 41=46°
Long 155=20

Tuesday the 1st Dec A.D. 1857
the first part of these
24 hours light airs from E and rain squalls
this ship headed on the Southern
tack under all sail one man of this
ship employed in ship duty the
Middle part moderate from E and
Clear ship close hauled on Southern
Tack under all sail the latter part
The same employed in tracing down

Lat 39=48
Long 156=38

Wednesday the 2nd of Dec A.D. 1857
the first part of these
24 hours light winds from E and rain
this ship last headed on the Southern
tack under all sail employed in
tracing down the ropes the middle
and latter part light winds from
E and clear this ship headed on
ship under sail employed in setting up the
Head Stays and for top mast
Back Stays

Lat 39=1
Long 156=50

Memoranda On Board Ship Champion of [illegible]

Thursday the 3 of Dec A D 1857

the first part of these
4 hours light airs and calm steering
Ship S B & E under all sail
employed in taking down the
rigging the middle and latter
part light airs and calm S E by E and
steering Ship as the Ship
under all sail employed in
Painting the Boat

Lat 2-10
Long 157-45

Friday the 4 of Dec A D 1857

the first part of these
4 hours fresh breezes from S & E
and clear ship close hauled on
the Southern tack under all sail
employed in taking down the
rigging the middle and
latter light winds and
fair and variable ship close
hauled on the Southern tack
under all sail

Dat 00 25
Long 158-58

Saturday the 5 of Dec A D 1857

the first part of these
4 hours fresh S E and clear ship
close hauled on the Southern tack and
under all sail employed at labour on
board ship the middle and latter
part light winds from E & N and
cloudy this last part employed in the
Carpenters part employed in repairing
Boats on board Ship

Lat 1 50
Long 158-10

Round the Island Tuesday Morn[ing] A D 1857

Sunday 13th of Dec A D 1857
The first part of these
hours light airs from S W and clear
[illegible]

Lang 157-02

Monday 14th of Dec A D 1857
The first part of these
hours light airs from S W and clear
Steering ship [illegible] all sail
[illegible]
The middle and latter part light winds
[illegible] steering ship [illegible]
[illegible] Island no name Bearing Southeast
About 5 miles off [illegible] ship about
The northern [illegible] under all sail
[illegible]

Tuesday 15th of Dec A D 1857
The first part of these
[illegible]
Off and on the island of Antigua
[illegible]
Harbour Agualta [illegible]
[illegible]
[illegible]

Remarks On Board Ship Champion of [illegible]

Sunday 17th Dec 1854
The first part of these
24 hours light winds & variable
with fine weather Ship
under all sail the middle
and latter part the same

Monday 18th Dec 1854
The first part of these
24 hours light & variable winds &
fine weather Ship employed
All sail the boatsline Shore getting
ready the middle and latter part
the same employed in getting up wood

Tuesday 19th Dec 1854
The first part of these
24 hours fresh breezes from SE and overcast
Ship on the starboard tack under all
Sail employed in getting up wood
and stowing it away the middle
part light winds fine beg Ctt and
Ship as before all sail under
all sail the latter part strong ship
[illegible] under all sails employed in
getting up wood

Lat [illegible]
Long 158 = 33

Sunday the 24 of Dec 1854
The first part of these
24 hours fresh breezes from SE & E
and cloudy ships close hauled
on the starboard tack under all
Sail employed in getting up wood
the middle part fresh breezes from
the same and clear ships on the starboard
tack under all sail
the latter part the same
Nothing else on board ship

Lat 23 = 53
Long [illegible]

Monday the 21 of Dec d 1857
the first part of these
24 hours fresh breezes from E & SE and cloudy
with rain hauld on the starboard tack
and under all sail employed in the
Duty the middle part light winds from
E & NE and clear this day hauld on the
Southern Tack under all sail the latter
Part the same

Lat 25-57
Long 150-27

Tuesday the 22 of Dec d 1857
the first part of these
[illegible]
Lat 28-00
Long [illegible]

Wednesday the 23 of Dec d 1857
the first part of these
24 hours fresh breezes from E and clear ships
hauld on the Southern tack under
under all sail the middle and latter
Part the same

Lat 30-27
Long 161-04

Thursday the 24 of Dec d 1857
the first part of these
24 hours fresh breezes from E and clear ships
[illegible]
[illegible]
the same employed in fitting
the rigging

Lat [illegible]
Long [illegible]

Remark On Board Ship [illegible]

Friday the 25 of Dec A D 185[illegible]
the first part of these
2 hours light winds from E and
clear Ships close hauled on the
Starboard tack under all sail
Employed in different parts a board
the middle part light airs from
E & E and clear ship close hauled
[illegible] tack under all
Sail the latter part the same
[illegible]
Lat [illegible]
Long 160 = 41

Saturday 26 of Dec
the first part of these
2 hours light winds from E to E
[illegible] under all
sail employed as before
the veering and staying same
the middle part light winds
Some & and over cast Ships on the
Starboard tack under all sail
[illegible]

Sunday the 27 of Dec A D 185[illegible]
the first part of these
2 hours light winds from E and
Cloudy Ship close hauled on the
Starboard tack under all sail
[illegible]
[illegible]
under all sail the latter part
Double reef top sail to Steering Ship
The same employed in Several
[illegible]

Jour By New Zealand & N Gray Master & D 1853

Monday 22d Dec & D 1853
the first part of these
with light airs & fine
with light steering ships & 3656 under
three close reef top sailes and reef main
sail the middle part more fair &
steering ships & 3656 under three close
reef top sailes & reef main sail
Gales from S & N and S ships laying to
under a close reef main tob sail at 4
oClock saw away the fore top mast stay
and main stay a Spanker employed at
Different jobes on board

Tuesday 23d Dec & D 1853
the first part of these
hours heavy & fine but Squally and thick
With heavy squalles ships laying to
under their reef sail at 5 oClock
more moderate to
The middle part heavy gales from
S W with a heavy sea running home
from the ships under three close reef
top sailes and reef courses ships as
the Eastern part employed in
Ships duty

Wednesday 24th Dec & D 1853
the first part of these
hours strong winds from S W and
with sailes employed in keeping a
Main steiner the middle part
steering their course under three
reef top sailes and fore sail and
occasion said the latter part
the same employed in different
Jobes a board Ships

Remarks on Board Ship [illegible]

Thursday the 31st of [illegible] 1861
the first part of these
24 hours strong winds from S.W. and
W. by S. last hauled on the Southern
Watch under all sail employed in
[illegible] at stations the rest of the
Last strong winds from S.W. and
Clear ship on the Starboard
Quarter last mast double reefed top
Sailes the latter part the same
Employed in reeving new stations

Lat 41-52
Long 157-26

Friday the 1st day of [illegible] 1861
the first part of these
24 hours strong winds from S.W.
and clear ship on the Southern
[illegible] at stations
Breezes from S.W. and clear
Ship on the Southern tacks
under three double reefed tops sailes
[illegible]
From S.W. and cloudy ships
under all sail and on the
Southern tack employed in different
Duties on board Ships

Saturday the 2nd day of [illegible] 1861
the first part of these
24 hours light airs and calm
under all sail employed in Sitting
Sails and bending new ones
[illegible]
Under all sail the latter part
the same little or nothing
Doing on board Ships

[illegible] 1858

[illegible] the first part of these
[illegible] hours light breezes from S.W. and clear
Rainey steering ship Sounded & under
[illegible] sail and tried at eleven [illegible]
[illegible] and the [illegible] sail down
the sail and sent the [illegible] sail down
and sent it to the mast the middle
part these winds ship under easy
sail the latter part strong winds
and thick rainey ship under [illegible]
the two sailes steering ship Sounded
easey sail little in nothing doing a
Board Ships

Monday the 4th Jan A D 1858
the first part of these
24 hours fresh breezes hereos from S.W. and clear
[illegible] ship under [illegible] sail the
[illegible] the latter part winds fine and
clear sail [illegible] sailes to under [illegible]
Same steering ship S & E under [illegible]
Steering Sailes [illegible]
And making Sown yarn'

Lat 47=24
Long 185=57

[illegible] the first part of these
24 hours [illegible] sailes [illegible]
Steering [illegible] the latter part
[illegible] of [illegible] and [illegible] the ship [illegible]
[illegible] and [illegible] the middle
[illegible] steering ship [illegible]
[illegible] and [illegible] making Sown yarn

Wednesday 16th of Jan A D 1857

the first part of these
24 hours Strong winds and thick hazy
Weather with Rain and
Hailing to the Westward and
cold. Saw little or nothing doing
on Board Ship Spoke the Ships
Lizzie Barr of St. J. B. the middle part
these Strong winds Ship during
Every part the Latitude taken
by the last noon observation
Sett running from the N.W.
Supposed to be Ship Lat

Thursday 17th of Jan A D 1858

the first part of these
24 hours light breezes from W and
Calm at times Ship under
Hale tops sailed Spoke the Barke
Mary light of St. J. the middle
and first breezes from W and
Calm at this time by our
Ship Latitude by Latitude to the Southward
Lat 48 = 21
Long 18 = 25
Saw little or nothing
Doing on board Ships

Friday 18th of Jan A D 1858

the first part of these
24 hours [illegible] from W and
Thick steering Ship under all
Sail Saw 2 Ships Carrying
Sail Pass the middle part
Strong winds from W to W
with light Rain the Latter
part these 24 hours Saw
Saw little or nothing doing
on board Ships

Lat 48 - 7
Long 136 - 49

F B Van Diemens Island of N Gray Master A D 1858

Saturday 9th of Jan A D 1858
the first part of these
24 hours fresh breezes from S W and clear
Shoving Ship [illegible] the middle part
fine fair weather and the
fine sail in sit the middle part
fresh breezes from S W and clear Ship
under easy sail the latter part fine
Broken Island thick rainey and darke
Ship under easy sail little or nothing
Doing a board Ship

Saturday the 10 th of Jan A D 1858
the first part of these
24 hours past hours fine fair and thick
rainy darke ships in the eastern Bath
under easy sail the latter part ships
under all sail little or nothing
Doing a board Ships Lat 48-38
Long 155-30

Monday 11th of Jan A D 1858
the first part of these
24 hours past hours fine and fair and clear
Ships close hauled on the Starboard tack
under all sail the middle part ships
under easy sail the latter part strong
[illegible] fine [illegible] and clear
Saw at 3 oclock a sail bearing
S E at 8 oclock saw the sail
and spoke us a mother was and bound
S to the Southward in sight

Tuesday 12th of Jan A D 1858

[illegible] fine [illegible]
[illegible] Ship [illegible]
Main top sail employed in mending
the main top sail the middle
and light winds fair and clear
Ships under easy sail on the Starboard tack
the latter part the same ships under all
Sail employed in mending the main top
Gall sail

Lat 15-7-16
Long 47-50

Transcribe Board of Her Majesties Ship Pheasant

Wednesday 13th day of Jan 1858

The first part of these 24 hours light breezes from W.S.W. and fine clear weather under all sail and steering ship to the northward & Eastward under all sail Saw three Sailes Employed in sending up the mizen top gall mast and sail bent to it- The middle part light breezes from W.S.W. and clear ships under easy sail for the most part the latter part under all sail at 8 o'clock in the morning unbent sails & sent sweeps came to the ships and visited ships the boats

Thursday the 14th of Jan. A.D. 1858

The first part of these 24 hours fresh breezes from W.S.W. and clear weather steering ships under easy sail with sweeps the middle part heavy gales from W.S.W. and thick rainy weather the latter part moderate with clear weather steering ships to Eastward under close reef top Sailes

Lat 49=05
Long 150=28

Friday the 15th day of Jan A.D. 1858

The first part of these 24 hours heavy gales from W.S.W. and clear steering ships Eastward under close reef top Sailes the middle part heavy gales from W.S.W. and clear steering ships to Eastward under close reef top Sailes the same steering ships the same under storms Sailes Nothing doing aboard ships

Lat 49-29
Long 146-12

Sandwich Islands 1st Day March A D 1858

Sunday the 16th Jan A D 1858
the first part of these
24 hours heavy gales from ENE and thick
With rain Squalls steering ship by B & N
under close reef main Top sail and
Fore sail employed in Ships duty the
Middle part these gales from ENE and heavy
Squalls steering Ship East under close reef
Main top sail and fore sail the
Heavy gales from ENE and squalls
Steering ship East under all sail at
Nothing doing a board Ships

Lat 49=00
Long 141=31

Sunday the 17th Jan A D 1858
the first part these
24 hours strong winds from ENE and
Rain squalls steering ship East under
all sail at and double reef top
sail employed in ships duty the middle
part strong winds from ENE and clear Steering
Ship East under all sail the latter part
Strong winds from ENE and Squalls
Steering ship East under all sail
Employed in Ships duty

Lat 48=21
Long 136=50

Sunday the 18th of Jan A D 1858
the first part these
24 hours strong winds from ENE and clear
Steering Ship East under all sail employed
In Ships duty the middle part these
hours from ENE and clear Steering Ship
East under all sail the latter part light
winds from ENE and thick rain
Steering Ship East under all sail
Employed in Ships duty

Lat 48=28
Long 133=21

Remarks on board Ship Champion of N.Y.

Tuesday 19th of Jan A.D. 1858
the first part of these
24 hours light breezes from W and at
Steering Ships & Bt under all sail
with top sail little or nothing
Doing a board Ships the middle part
with winds from S.W and clear Steering
Ships & Bt under all sail the latter
part fresh breezes from S.W & and thick
Rainy Ships past hauled on the Eastern
Tacks employed in mending main top
sail sail

Lat 48=20
Long 131=11

Wednesday 20th of Jan A.D. 1858
the first part of these
24 hours fresh breezes from S.W and thick
hauled with main Steering Ships Bt
under all sail employed in mending
Sailes the middle part strong winds
from W.S.W and hauled at times Steering
Ships & Bt under close reefs fore and
Main top sail the latter winds
the same at 5 Pm turned the
Reefs out of the main top sail and
the main top gall sail and main
Rial employed in mending Sails

Lat 48=22
Long 126=57

Thursday the 21st of Jan A.D. 1858
the first part of these
24 hours strong winds from W and
Rainy main hauled at 11 PM put
One reef in the main top sail
Steering Ships & Bt under all sail
at 1 PM the main and reefs fore and main
Top Sail little or nothing during the
Middle part strong winds from
W and Steering Ships & Bt under all
sail in the main hauled up fore
to lay sail [illegible] sail the
latter part fresh breezes from W and
Ship hauled Steering Ships & Bt under
all sail [illegible]
[illegible]
sent it to the yard

Lat 48=0 Long 122=09

From [illegible] bound to [illegible] Bay. Master. A D 1858.

[illegible] Sunday the [illegible] of Jan A D 1858
the first part of these
24 hours with hazy weather from NNW to NNE and
thick head winds steering ship [illegible] and
under all sail Latter on working ship
The middle part light breezes from [illegible]
and [illegible] ship [illegible]
the latter part the same employed
in mending sails
Lat
Long

Monday the 25 of Jan A D 1858
the first part of these
24 hours light breezes from [illegible] and
some passing squalls steering ship
[illegible] all sail employed in
[illegible]
Ships [illegible] under all sail the strong
winds from [illegible] and [illegible]
Rain Ship close hauled on the starboard
tack at 10 P M took in the top
Gall Sailes at 12 P M double reef the
Sail and unseen top Sailes employed in
Ship duty

The Ship is Leaking 120 Strokes in
24 hours

Tuesday the 26 of Jan A D 1858
the first part of these
24 hours [illegible] from [illegible] and
[illegible] the middle and
latter part [illegible]
[illegible] reef the fore top sail and so on
at 6 P M [illegible] all sail the
[illegible]
[illegible] close hauled on the starboard tack
with all sail the latter part strong
winds from [illegible] and thick at 10 P M
Double reef the fore and mizen top sailes
Lat 48 - 20
Lon 115 - 23
[illegible] 24 hours the Ship [illegible]
[illegible]

Monday the 27th Jan A D 1858
the first part of these
24 hours strong winds from S.W and
cloudy Ships staid hauld and under
Sails not the main top sail the
latter part more moderate from S.W
and fair Ships under
Storm Sails the latter part the
Sam. Ship leaking 300 strokes in
24 hours nothing else aboard

Lon 193=37
Lat 43=36

Tuesday the 28th Jan A D 1858
the first part of these
24 hours heavy squalls from S.W
and hazy weather Steering Ships
E.S.E. the latter part more moderate
and fair light breezes from S.W and passing
Clouds Steering Ships E.S.E under double
Reef top Sailes a heavy sea running
the latter part the same
Hauld a round to the W.N.W and steering
Storing Ships E.S.E under all sail
employed in mending Sailes
Ship leaking 200 strokes in 24 hours

Lat 44-23
Lon 191=20

Wednesday 29th Jan A D 1858
the first part of these
24 hours fresh breezes from W.S.W and
[illegible]
[illegible]
Ship
[illegible]
Leaking [illegible] 24 hours [illegible]
in 24 hours the latter part the same
[illegible]

Lat 48=00
Lon 184=08

Homeward Bound Pacific Ocean Master A D 1858

Thursday the 28 of Jan A D 1858
The first part of these
[illegible] Sail [illegible] and
[illegible] Steering Ships to Sea
under all Sail the Latter Light hours
[illegible] Steering Ships the Same employed
in mending Sailes

Lat 48=18
Long 102=58

Friday the 29 of Jan A D 1858
[illegible] Sail [illegible]
[illegible] Steering Ships under all Sail
Mending Sailes Some and a part employed
in mending Sailes the middle part
Light hours more N W B N and Near
[illegible] under all Sail Steering
in 24 hours Sailes and a part employed
in Same employed in mending Sailes

Lat 49=04
Saturday the 30 of Jan A D 1858 Long 99=09

[illegible] Sail [illegible]
which headed with rain at 2 Some
commenced taking in Sail at 4 P M
under fine [illegible]
Sailes but having gales from W and
N W and thick with rain Steering
Ships to [illegible] Sail and
[illegible] Sail
[illegible] gales from W
and thick Steering Ships under
Close reef main Sail and fore
Sail

Lat 47=05

Ships heading [illegible] Strokes [illegible]
Jan 24 hours

Wednesday [illegible]

Lat 54.04
Long 83=13

Thursday 24 of [illegible] 1800

Lat 57=12
Long 78=58

Fig Ships Taking 1800 Skins in
24 hours

Remarks on Board Ship Lancaster at Portsmouth

Saturday 6th Feb 1858

First part of these 24 hours light airs from S.W. and thick Rainy Weather Ships Employed in Ships duty and Watering Ship Watch and Watch

Lat 37-11
Long 9.9-20.2

Sunday 7th Feb 1858

First part of these 24 hours light airs from S.W. and thick Weather Ships employed in Ships duty and Watering Ship Watch and Watch under all Sail Studding Sails Low and a Top Gallant Sail

Monday 8th Feb 1858

First part of these 24 hours light airs from S.W. and thick Weather Ships employed in Ships duty and Watering Ship Watch and Watch under all Sail Studding Sails Low and a Top Gallant Sail

Lat 37-14-15
Long 8.58-0

Homeward Bound at 8 P.M. Gray Master & D 1858

Thursday 9th Sept & D 1858
the first part of these
24 hours light breezes from N.E. and heavy thick
rain squalls and in the Southern Watch and
under all sail employed in Ships duty and
Variation by Azimuth
the Ships heaving 2000 strokes in 24
the first part light airs from N.N.W
and many Ships Boat under
sail & rather set steering sails towards
the latter and strong winds &
Wind thick weather with heavy rain
squalls at 12 AM took in the Studding sails
and double reef the fore and mizen top sail
the main top sail employed in Ships duty
Ships heaving 2000 strokes

Long 71 = 17
Lat 57 = 20

Wednesday 8th Sept & D 1858
the first part of these
24 hours Hazy Weather with rain squalls
at times Ships under
Sail the Wind Variable
Sail at 4 PM
Sail at 5 PM
Sail at 6 PM
Sail at 7 PM
Sail at 8 PM
Sail at 9 PM
Sail at 10 PM
Sail at 11 PM
Sail at 12 PM
Sail at 1 AM
Sail at 2 AM
Sail at 3 AM
Sail at 4 AM
Sail at 5 AM
Sail at 6 AM
Sail at 7 AM
Sail at 8 AM
Sail at 9 AM
Sail at 10 AM
Sail at 11 AM
Sail at 12 AM
Sail at 1 PM
Sail at 2 PM
Sail at 3 PM

Friday the 12 of Oct A D 1888

Saturday the 13 of Oct A D 1888

Sunday the 14 of Oct A D 1888

Homeward Bound ... Ship Master ... Officers

Sunday the ... of ... 1858

The first part of these
... light airs and pleasant, these 24 hours
... and fresh have light airs and ...
... and till noon from the ... of
... first part and on the ... latter
... part under ... all sail ... steering ...
... and ... a ... sea ...

... ship is having ... Cabins in ...
... the ... and the ... part ...
... [illegible] ... [illegible] ...
... [illegible] ... [illegible] ...
... [illegible] ... [illegible]

Journal kept on board the Ship Master of [illegible]

Saturday 20th of Feby AD 1858

the first part of these
24 hours light breezes and clear
ship close hauled and on the starboard
tack under all sail employed in
Drawing yarns and different parts on
board this ship is making 2000 strokes
per hour the winds from
same as last this hour light breezes
ship heading [illegible] under all sail
employed in drawing yarns & mending
different parts about ship

Ship making 2000 in 24 hours Lat 48°2
Long 48°57

Sunday 21st of Feby AD 1858

the first part of these
24 hours light breezes from East and
clear ship close hauled and on the
starboard tack under all sail employed
in drawing yarns mending sails
&c on board ship the middle part light
airs from E and fine clear weather
the latter part light breezes
from ENE and clear steering ship
E by N and under all sail employed
Doing about ship

Lat 48°2
Long 48°5

Monday 22nd of Feby AD 1858

the first part of these
24 hours light breezes from [illegible] and clear
steering [illegible] and under
all sail
the ship is making 2000 strokes in 24 hours
[illegible]
Ships at 12 [illegible] under all sail
One man of Augy Lebi employed
on making fast mail bark Mary

Lat 47°24
Long 48°11

Snap Master 28 & 1858

[illegible]

[illegible]

Sunday 28 & Feb 1858

At hours calm Ships under all sail the
[illegible] light airs from
East to S E and our Ships close
[illegible]

Lat 44=00

Tuesday 28 & Feb 1858

[illegible]
Ship is leaking 2500 Strokes in 24
Hours

Lat 44=21

Ship is making 4 000 strokes in 24 hours

Remarks On Board Ship Champion of N.Y. 83

Sunday 5th Nov 1848

Lat 30=10
Lon 79=45

[illegible]

Tuesday the 10th of March A.D. 1858

Begins light breezes from S.W. to S.S.W. and main
[illegible] Lat Obsd
Light winds with hazy weather in the forepart
Sharp breezes from S.W. by S. and squally
Strong breezes this 24 hours with
the latter part heavy squalls
Light winds from S.W. by S. and
Light winds and fine weather
Lat 27 = 5'5'
Long 33 = 13

Wednesday the 11th of March A.D. 1858

The first part of these
hazy weather with light winds from
and the latter part
Light winds from S.W. by S. and
Light winds and fine weather
Lat 27 = 18
Long 33 = 15

Thursday the 12th of March A.D. 1858

The first part of these
hazy weather with light winds from
and the latter part
Light winds from S.W. by S. and
Light winds and fine weather
Lat 21 1/2 = 30
Long 32 = 15

Homeward Bound N B Gray Master of B 1858

Thursday 18 of March of S 1858

the first part of these
24 hours light winds and variable
Courses steered as requiring ship
to the northward under all sail the
middle part light winds and
Calms ship not moved in the latitude
each day the sick reported in their same and
Diseases as the days previous
so that the latitude by observation at noon
Lat 23 - 26
Long 32 - 35

Friday the 19 of March of S 1858

the first part of these
24 hours light and variable winds and
Calms Courses steered as requiring ship
to the northward under all sail the
middle part light winds and calms
ship not moved in the latitude
each day the sick reported in their same and
Diseases as the days previous
so that the latitude by observation at noon
Lat 22 - 14
Long 33 - 33

Saturday the 20 of March of S 1858

the first part of these
24 hours light winds and calms
Courses steered as the ship would
bear the ship under all sail
[illegible] by observation at noon
[illegible] middle part [illegible]
[illegible]
[illegible]
[

Memoranda On Board Ship Champion of Liverpool

Friday the 19 of March 1858

[illegible] the first part of these
24 hours light airs from the [illegible]
[illegible] part [illegible] and
[illegible] the [illegible] sails and employed
all the watch in reeving the lower
topsail and setting down the top mast
rigging

This leaking 4000 Strokes in 24 hours
the middle part light airs from
the east and south ship [illegible]
On the starboard tack under all sail
the latter part the same employed
in reeving the rigging and taking down
the main deck [illegible]

Ship is Leaking 3000 Strokes in 24
Hours

Lat 0 18=33
Long 33=34

Saturday the 20 of March 1858

the first part of these
24 hours Light breezes from N.E and
smooth ship [illegible] and on the
starboard tack employed
in reeving the rigging and taking down
the middle part of the lower top
[illegible] the main deck the
[illegible] and [illegible] rigging under all
sail employed in fitting the rigging and
taking down the [illegible] and

This is Leaking 4000 Strokes in 24 hours

Lat 10=44
Long 33=08

Sunday the 21 of March 1858

the first part of these
24 hours light airs from East and South
[illegible] ship [illegible] on the
starboard tack under all sail the
latter part [illegible]
[illegible] on the
starboard tack under all sail the
latter part the same employed
Sail [illegible]

Lat 14=
This leaking 4000 Strokes in 24 hours Long 32=5

Lat 12 = 37
Long 32 = 38

Long 34 = 15

Long 36 = 15

Long 36 = 12

Saturday the 5th of April A D 1858

Ship is making 3000 strokes in 24 hours

Lat 8-51
Long 42-38

Monday the 5th of April A D 1858
The first part of these

Ship is making 3.600 strokes in 24 hours

Lat 11-27
Long 41-41

Remarks on board Ship Champion of
the East, at Sea

U.S. Steamer Howard Bound at Port Gray, Hunter's I. 1858

Thursday the 1st of April A.D. 1858
the first part of these
24 Hours light winds from E.S.E. and
[illegible] Latter part
Painting Ships the middle part
[illegible] ships pr. Bow 2 or more at Said standing
Sail low and a blt the latter part
[illegible] a blt and mending Sails

Ship is leaking 3000 Strokes in 24 hours
Lat 21=00
Long 53=19

Friday the 2d of April A.D. 1858
the first part of these
24 Hours light winds from E.S.E. and
[illegible] Courses steering Ship's head
[illegible] Sail employed in painting
Ships and mending the Spanker &
the middle part 12 hours [illegible]
and passing Cabotts steering Ship's
head all sail the latter part
[illegible] to and steering
[illegible] all sail employed
[illegible] sail and painting
Lat 22=51
Long 55=49

Ship is leaking 6000 Strokes in 24 hours

Saturday the 3d of April A.D. 1858
the first part of these
24 Hours [illegible] and
[illegible] with the main
Sail [illegible] Latter
[illegible] steering Ship's head
[illegible] Sail employed
the same little as nothing doing

Lat 24=21
Long 67=30

Remarks on Board Ship Thompson of L.P.B

Monday the 12 of April A.D. 1858

the first part of these
24 Hours light winds from W.S.W. and clear
Steering Ships Course under all sail
to middle part with these from
the N.W. and clear Steering Ships Course
Set the Sails the Same
employed in Ships Duty the Crew employed
Ships Duty variable Latitude in Noon

Lat 24-58
Long 88-24

Tuesday the 13 of April A.D. 1858

the first part of these
24 hours light airs and calms employed
in small jobs in the rigging
the middle part calm the latter
part light airs from W.S.W. and
clear steering Ships Course under
all sail employed in mending
Sails

Lat 25-42
Long 89-09

Wednesday the 14 of April A.D. 1858

the first part of these
24 Hours light airs from W.S.W. and clear
Steering Ships Course under all sail
Variable winds Standing off and on and
at 6 P.M. the middle and light airs
from W.S.W. and clear Steering Ships
Course under all sail the latter
Part the Same employed in Ships duty

Latitude by Noon Sights in 24 hours

Lat 26-0
Long 89-43

Homeward Bound of the Bay of Master A.D. 1858

Thursday the 9th of April A.D. 1858
the first part of these
24 hours light winds from S.E. and thus
Having Ships Company all Sail employed
At 8 oclock Saw on board Ships the
North part Light breezes from S.S.E. and
thus having Ships upon under all Sail
the latter part fresh breezes from South
and W.S.W. having Ship the same under
all Sail Shaping Course as per Log Book
Employed in Mending Sails and Ships

Ships is Making 2500 Miles in 24 hours

Lat 23-40
Long 91-24

Friday the 10 of April A.D. 1858
the first part of these
24 hours from thus upon S.S.E. and from
thus having Ships upon under all
Sail employed at diligent Jobes on board
the ships with the Company as per
Journal Latter part Light breezes
from the same Course as
Employed as per Journal

Lat 25-38
Long 82-54

Saturday the 11 of April A.D. 1858
the first part of these
24 Hours light winds from East and
thus having Ships upon under
All Sail employed as Journal
the same employed in Making nets
Black fish

Lat 29-4
Long 81-

-

Sunday the [illegible] of April AD 1888

The first part of these

[illegible] the middle part [illegible]
latter part light [illegible]
[illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
Ships

Lat 29-14
Long = 45-

Sunday the 19 of April AD 1888

The first part of these

[illegible] light winds [illegible]
[illegible] [illegible]
[illegible] [illegible]
[illegible] [illegible]
[illegible] [illegible]
[illegible] [illegible]
Light breeze from [illegible]
[illegible] steering ships [illegible]
All sails employed in ships duty,

Ship is reeling 3000 strokes in 24 hours

Lat 29-17
Long 44-15

Sunday the 20 of April AD 1888

The first part of these

[illegible] light winds [illegible]
[illegible] [illegible]
[illegible] [illegible]
[illegible] [illegible]
[illegible] [illegible]
[illegible] [illegible]
Takes a board

Lat 29-28
Long 45-42

Lat 31=37
Long 68=30

Lat 33=20
Long 67=49

Saturday 24 hours of April 1858
the first part of these
24 hours the winds were south and
south southwest with rain at 4 pm
hauled to the west and at 8 pm
shifted to the S.W. remained all
last the middle part these winds
first part light variable with rain
after 4 pm it cleared away
and the last part fresh
breezes and cloudy
at 12 pm it was clear
and the last part
strong breezes and cloudy
Lat 31°25
Long 10-24

Sunday

Sunday 25th of April 1858

Not enough time to
put up daily business

Memorandum of Voyage Started at 8 A.M. 1854

Monday the 25th of April A.D. 1854

Tuesday the 26th of April A.D. 1854

Wednesday the 27th of April A.D. 1854

Thursday the 28th of April A.D. 1854

Remarks on Board Ship [illegible]

[illegible] April [illegible]

[illegible]

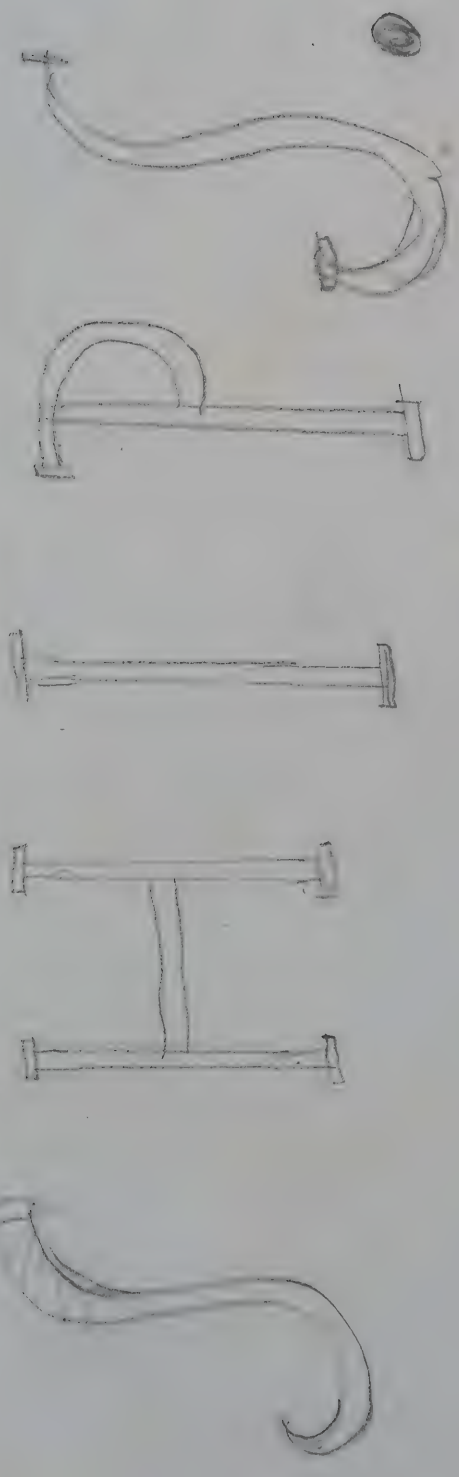
[illegible] hours, showers, squalls, [illegible] and thick, [illegible] with hail, [illegible] [illegible] [illegible]

[illegible] Bound [illegible] Pacific Ocean 1858

[illegible] 4th visit [illegible] 1858

[illegible] the [illegible]
[illegible]
[illegible]
[illegible]
[illegible] the said Island
Bearing N.E. and S.W. distant about
[illegible] Steering
[illegible] Bedford under
[illegible] Got on board a pilot
[illegible] employed in getting up
[illegible]
[illegible]
[illegible]

And So Ends the Voyage



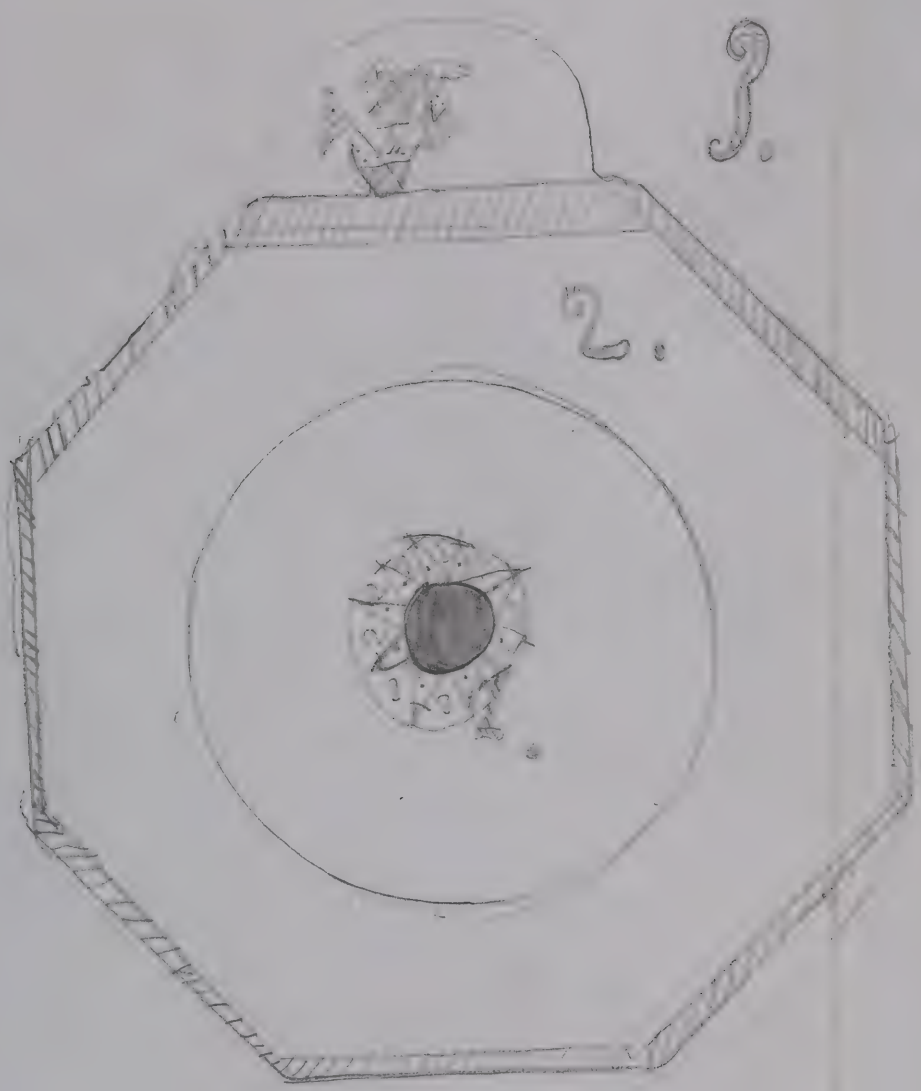
BARK. PIONEER OF ALB.

Cap. H. de. Paris. sailed April 11 1865

1 C. H. Warren
2 Wm. B. Bumpus.
3 J. B. Thomas.
4 B. Cambell.
5
6
7
8 Wm. Parnes
9
10
11
12
13 H. Lewis
14
15 Mussett
16
17
18
19
20
21
22
23
24 Benson.

Victor Aux
Lo Bonner
L Hamton
L Tupper
Jimmy Allen
Richards
Tofer

1 2 3 4 5 6 7 8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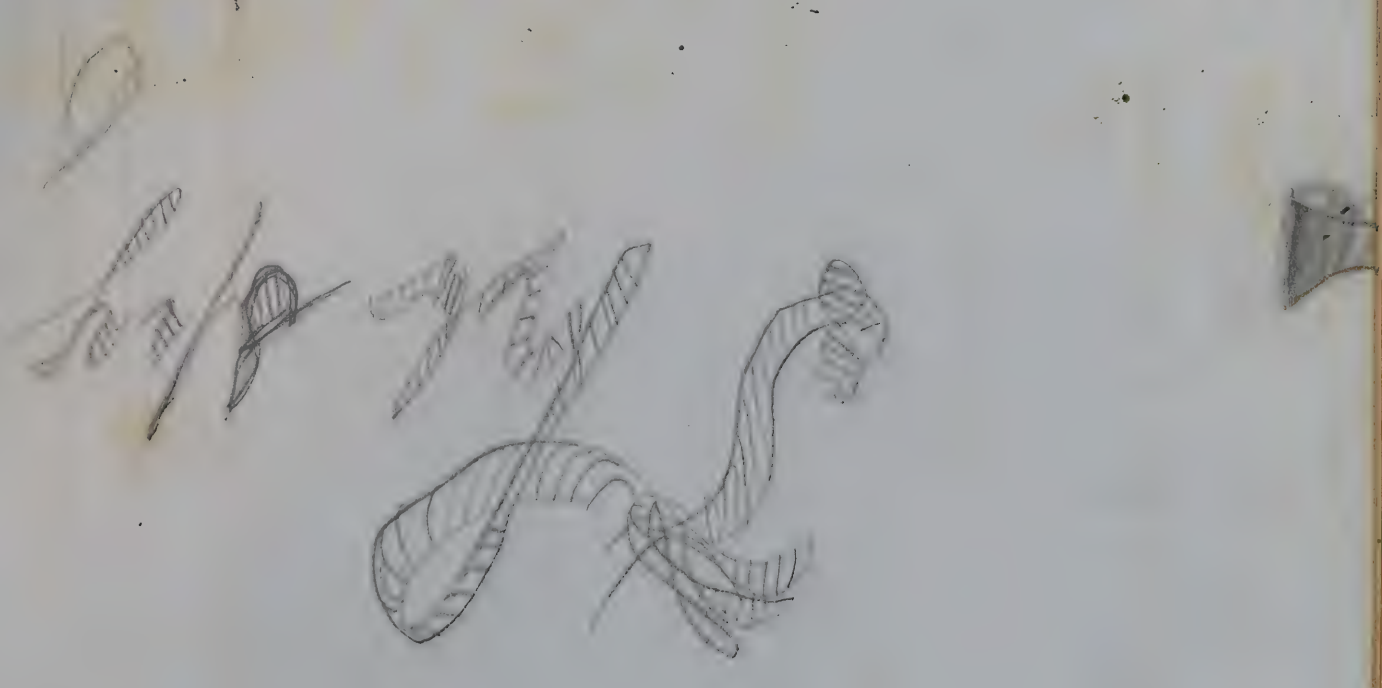
2.

STABLE Account.

Name	Age Owned
Black Hawk	4 yrs. 05 years
Stanfield	5 yrs. Own 3 years
Finian	4 yrs. Own 2 years

Wagons
sulky
light wagon
pleasure

TM. FINIGAN



The Sea

On a Beautiful morning in the
Autumn of 17— a figure might
have been seen descending one
of the ragged slopes that oppo
sang the Village of Setta. The
figure was that of a tall man
his figure and dress although
of rough though
not

PUBLISHED

The Meeting

Rooney

Of the adjoining islands as it approached the shore one might have seen that it was an Indian canoe paddled rapidly toward the shore but not in the black water the ~~Indian~~ ~~on the horse~~ was but a boat quarter of a mile distant he drew up his his canoe by a clump of bushes there with great haste and disappeared presently he appeared but with an attendant but little could reach the canoe the horseman was by this side who are you the Indian asked then looked around and with a look of intelligence and ~~horse~~ who follows i am ~~attend~~ paddle your canoe as no poor Hidyded for son of a dog the dark ~~Indian~~ Indian ~~looked~~ with ~~regard~~ and ~~to~~ passed over his countenance as he sprang into the canoe and ~~with~~ with a stamp of his canoe ~~with~~ ~~with~~ ~~with~~

Scout where are you going
I am going to give dispatches to

The village maid

in the little village of Lakeville there stood and still stands a large farm house occupied towards the close of the last century by a Mr. Draper. At that place at that time was a kind of stockade. It was on a missionary basis & a tribe of Indians that had been out to hunt in the season of game had left his daughter and wife with nobody to protect them but two sons whose names were Walter and James. [illegible] in the early part of the fall of 1776 the help of a few kindly neighbors [illegible] was busy with a few young friends [illegible] was husking the golden [illegible] of corn and waiting for [illegible] to come a neighbor not a mile distant to borrow a horse as he was going into the town where he will [illegible] the help of the [illegible] and at the same time [illegible] for which [illegible] Rogers but for your life [illegible] Then there was a [illegible] guns women and children [illegible] the [illegible] of the poor [illegible] the tomahawk of an Indian O it was an awful sight when the [illegible] the garrison [illegible] fire to the village and the [illegible] at the [illegible] mothers

dwellings a number of
and the garrison of the wild
lamentations of mothers and
children and as they ran from the
garrison they were tommyhaked
by the cruel hand of the indian
suddenly a fresh band of indians
amerged from the forest and with
the help of the others were about to
complete there work of distruction
When allat once the drum and
fife of the massachusetts rifle men
was he heard and the indians
scattered in confusion taking as many
captives as they could carry many

Magic

Evolution of Our Planet.

At the close of each "Great Year," called by Aristotle - according to Censorinus - the Greatest, and which consists of six Sars* our planet is subjected to a thorough physical revolution. The Polar and equatorial climates gradually exchange places; the former moving slowly toward the Line, and the tropical zone, with its exuberant vegetation and swarming animal life, replacing the forbidding wastes of the icy poles. This change of climate is necessarily attended by cataclysms, earthquakes, and other cosmical throes. As the beds of the ocean are displaced, at the end of every decamillennium and about one Neros, a semi-universal deluge like the legendary Noachian flood is brought about. This Great Year was called the Heliacal by the Greeks; but no one outside the sanctuary knew anything either as to its duration or particulars. The winter of this year was called Cataclysm or the deluge, - the summer the Ecpyrosis. According to the claim of the Babylonian priests corroborated by Eupolemus, the city of Babylon owes its foundation to those who were saved from the from the catastrophe of the deluge.

* Beroses himself a Chaldean astrologer at the Temple of Belus at Babylon gives the duration of the Sar or Saros, 3.600 years; a Neros 600; and a Sossus 60.

From Isis Unveiled a Master key to the Mysteries of Ancient Science & Theology by H. P. Blavatsky
vol 1 Page 30+31

Magic

Evolution of Our Planet

The Devayas, the Brihaspati, or the periods called yugas or kalpas are life-problems to solve. The Satya-yug and Buddistic cycles of Chronology would make a mathematician stand aghast at the array of cyphers. The Maha-kalpa embraces an untold number of periods far back in the antediluvian ages. Their System comprises a Kalpa or grand period of 4.320.000.000 years which they divide into four lesser yugas running as follows

1st " Satya-yug - - - - -	1.728.000 years
2nd " Satya yug - - - - -	1.296.000 "
3d " Dwapa yug - - - - -	.864.000 "
4th " Kali. yug - - - - -	432.000 " .
Total - -	4.320,000

which makes one divine age or Maha-yug; Seventy-one Maha-yugs make 306.720.000 years to which is added a Sandhi (or the time when day and night border on each other, morning & evening twilight), equal to a Satya-yug, 1.728.000 - make a Manwantara of 308.448.000 years. Fourteen manwantaras make 4.318.272.000 to which must be added a Sandhi to begin the Kalpa 1.728.000 years making the Kalpa or grand period of 4.320.000.000 of years. As we are now only in the Kali-yug of the twenty-eighth age of the Seventh manwantara of 308.448.000 years we have yet sufficient time before us to wait before we reach even half of the time alloted to the world

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Case of Explosion

Magic

Nostrums & Specifics

In an old book entitled Demonologia the author cites many instances of important remedies which being neglected at first afterward rose into notice though were accident. He also shows that most of the new discoveries in medicine have turned out to be no more than "the revival & readoption of very ancient practices". During the last century, the root of the Male fern was sold & widely advertised as a secret nostrum by a Madame Nouffleur, a female quack, for the effective cure of the tapeworm. The secret was bought by Louis XV for a large sum of money, after which the physicians discovered that it was recommended & administered by Galen. The famous powder of the Duke of Portland for the gout was the Diacentaureon of Caelius Aurelianus. Later it was ascertained that it had been used by the earliest medical writers, who had found it in the writings of the old Greek philosophers so with the Eau Medicinale of Dr Husson whose name it bears. This famous remedy for the gout was recognized under its new mask to be the Colchicum autumnale or meadow saffron which is identical with a plant called Hermodactylus, whose merits as a certain antidote to gout were recognized and defended by Oribasius a great physician of the fourth century & Aetius Amidenus another eminent physician of Alexandria (sixth century) Subsequently it was abandoned and fell into disfavor only because it was too old to be considered good by the members of the medical faculties that flourished toward the end of the last century.

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Nostrums & Specifics

Even the great Magendie, the wise physiologist, was not above discovering that which had already been discovered and found good by the oldest physicians. This proposed remedy against consumption the use of Prussic Acid may be found in the works of Linnaeus. Amenitates Academica Vol IV, in which he shows distilled laurel water to have been used with great profit in pulmonary consumption. Pliny assures us that the extract of almonds & cherry pits had cured the most obstinate coughs. As the author of Demonologie well remarks it may be asserted with perfect safety that all the various secret preparations of opium which have been lauded as discovery of modern times may be recognized in the works of ancient authors who see themselves so discredited in our days.

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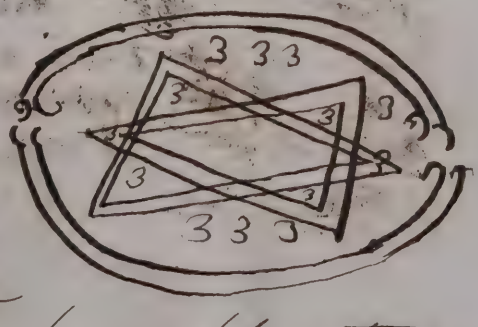
Solomons Seal.

The King commonly known as Solomons Seal so celebrated for the potency of its sway over the various Kinds of Genii & Demons in all the popular legends is equally of Hindoo origin Writing on the pretentions & alonishable Skill of the Devil Wassiliyeff Travaskey the Rev. Samuel Mateer of the London Missionary Society claims at the same time to be in possession of a very old manuscript of some magical incantations and spells in the Malayalim language giving directions for effecting



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Magic

Solomons Seal, contains a great variety of purposes. Of course he adds that many of these are fearful in their malignity and obscenity and gives in this work the fac simile of some amulets bearing the Magical figures on them. We find among this one with the following legend: "To Remove trembling arising from Demoniacal possession — write this figure on a plant that has milky juice and drive a nail through it; the trembling will cease." The figure is the identical Solomons Seal or double triangle of the Kabalists.

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p 135

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The Three Forms of Government

The Political writers of Antiquity will not allow more than three regular forms of Government; the first when the Sovereign power is lodged in an aggregate assembly, consisting of all the free members of a community, which is called a Democracy; the second, when it is lodged in a council, composed of select members, and then it is styled an Aristocracy; the last, when it is intrusted in the hands of a single person, and then it takes the name of a Monarchy. All other species of Government, they say are either corruptions of, or reducible to these three.

By the Sovereign power, as was before observed, is meant the making of laws; for wherever that power resides all others must conform to, and be directed by it, whatever appearance the outward form and administration of the government may put on. For it is at any time in the option of the Legislature to alter that form and administration by a new edict or rule and to put the execution of the laws into whatever hands it pleases; by constituting one or a few, or many executive Magistrates; and all the other powers of the state must obey the legislative power in the discharge of their several functions or else the Constitution is at an end.

In a Democracy where the right of making laws resides in the people at large public virtue or goodness of intention is more likely to be found than either of the other qualities of government. Popular assemblies are frequently foolish in their execution, but generally mean to do the thing that is right and just, and have always a degree of public spirit or patriotism. In Aristocracies there is more wisdom to be found than in the other frames of government being composed, or intended to be composed, of the most experienced citizens; but there is less honesty than

The Three Forms of Government,

in a republic, and less strength than in a Monarchy. A Monarchy is indeed the most powerful of any; for by the entire conjunction of the Legislative and executive powers all the springs of government are knit together and united in the hand of the prince; but then there is imminent danger of his employing that strength to tyrannical or oppressive purposes.

Thus these three species of government have all of them their several perfection and imperfection. Democracies are usually the best calculated to direct the end of the law; Aristocracies to invent the means by which that end shall be obtained; and Monarchies to carry those means into execution.

Blackstones Commentaries
Vol 1 Sec 11. Page 49.

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Origin of Coats of Arms

In the Reign of Edward I every freeman and even such of the more substantial villeins as were fit to be put upon juries had their distinct particular seals The impression of these seals were sometimes a knight on horseback sometimes other devices; but Coats of arms were not introduced into seals nor indeed into any other use till about the Reign of Richard I who brought them from the Crusade in the Holy Land, where they were first invented and painted on the shields of knight to distinguish the variety of persons of every Christian nation who resorted thither and who could not when clad in complete steel be otherwise known or ascertained

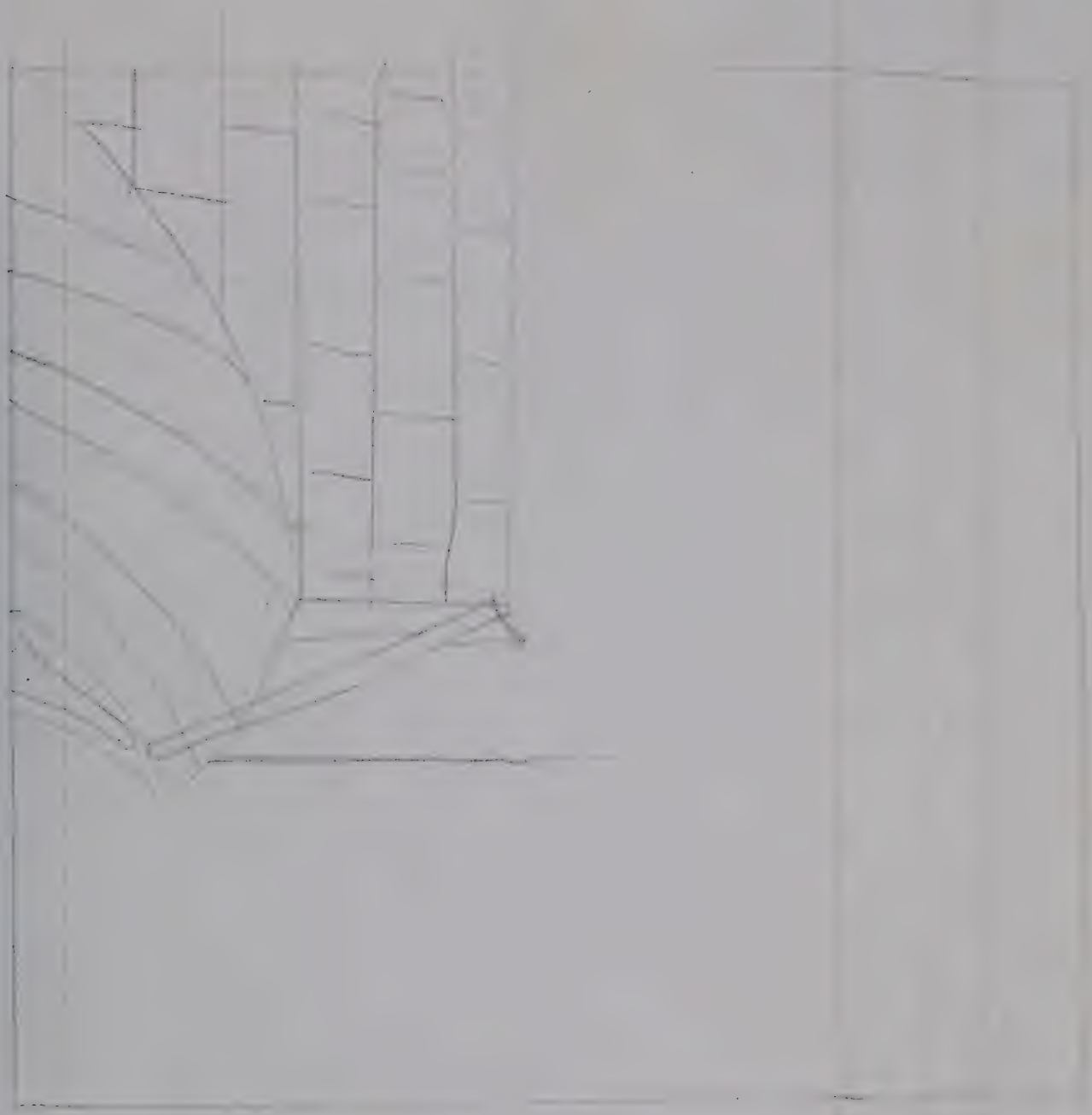
2nd Black Com Cap XX P 305

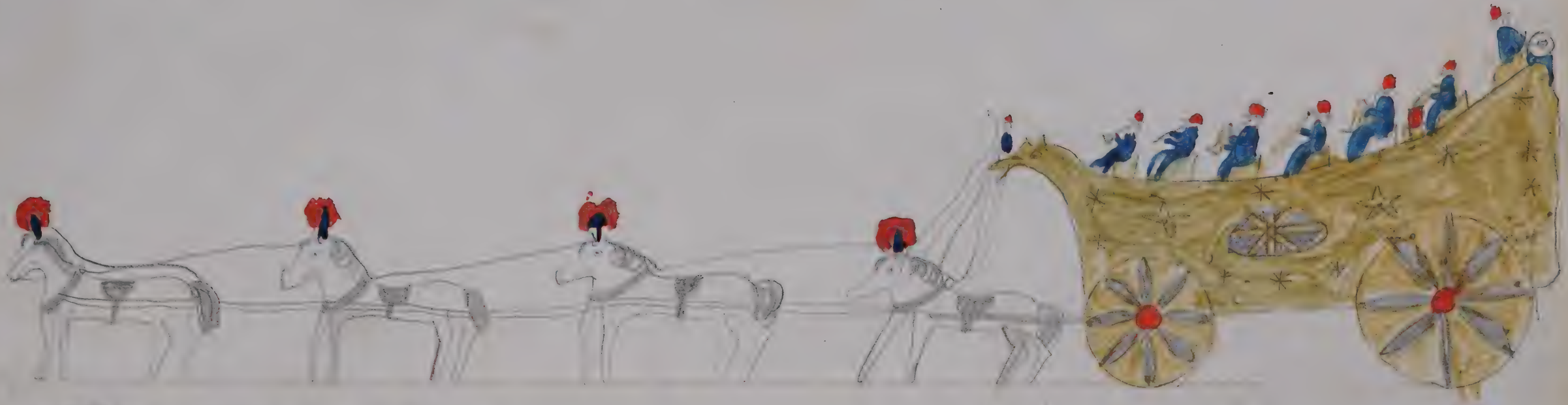
Origin of the Custom of Persons Making their Mark

The method of the Saxons was for such as could write to subscribe their names and whether they could write or not, to affix the sign of the Cross which custom our illeterate vulgar do, for the most part to this day keep up by signing a Cross for their Mark when unable to write their Names.

2nd Black Com. Cap XX P 304

Emma Rodgers





P. T. Barnum.

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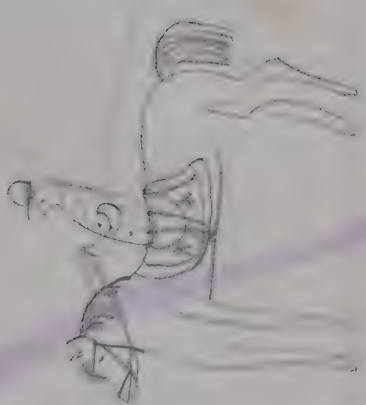

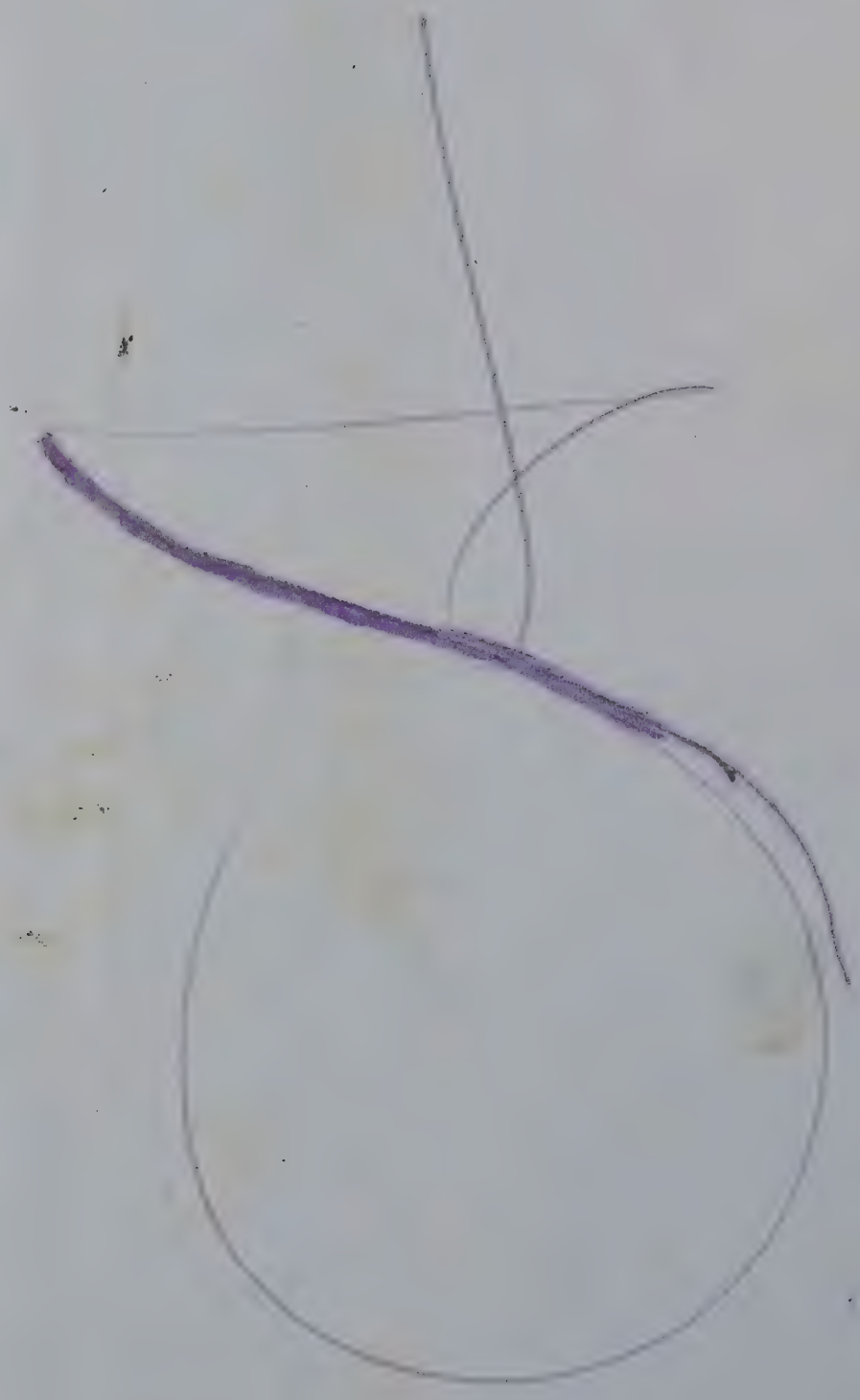
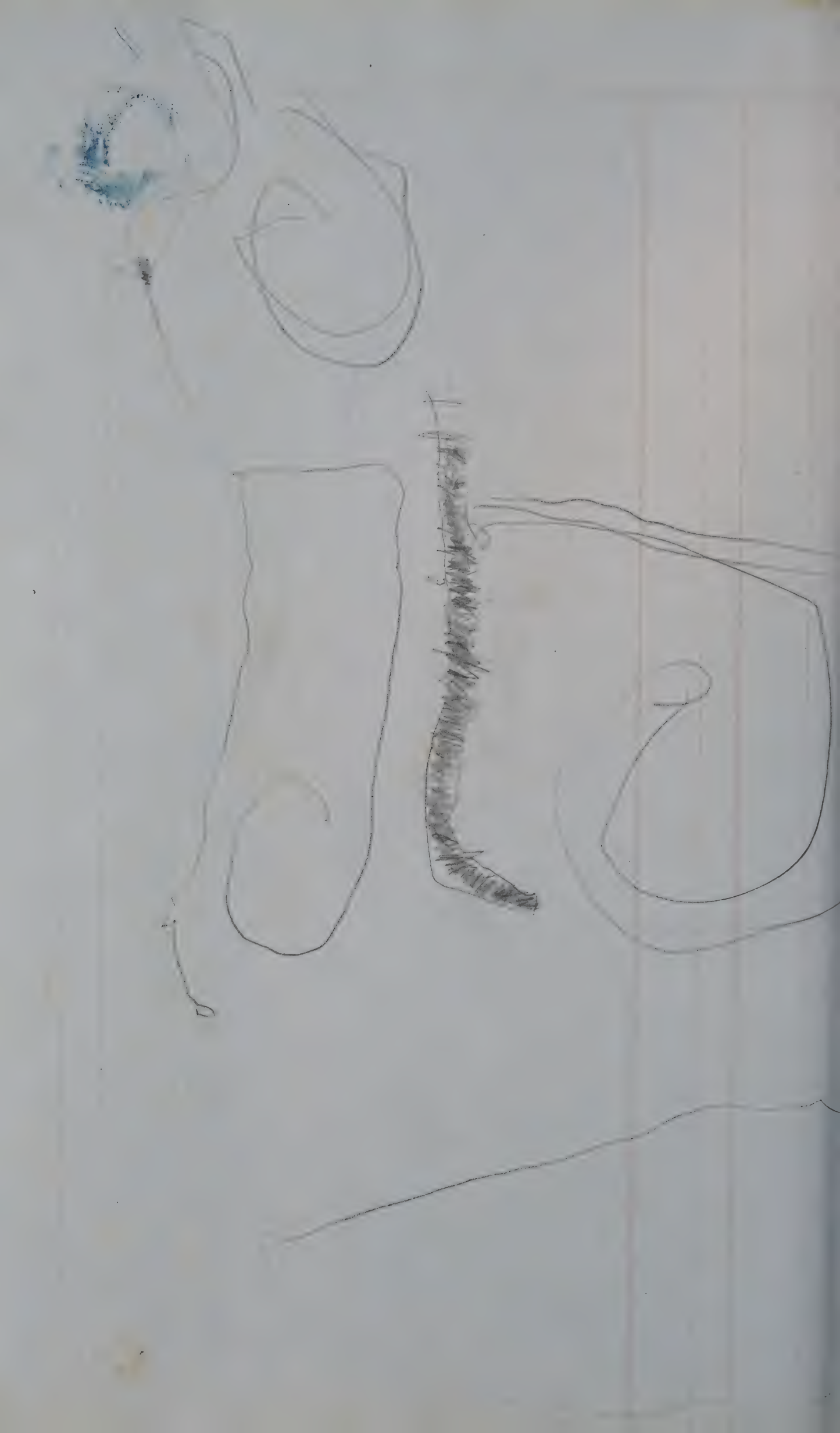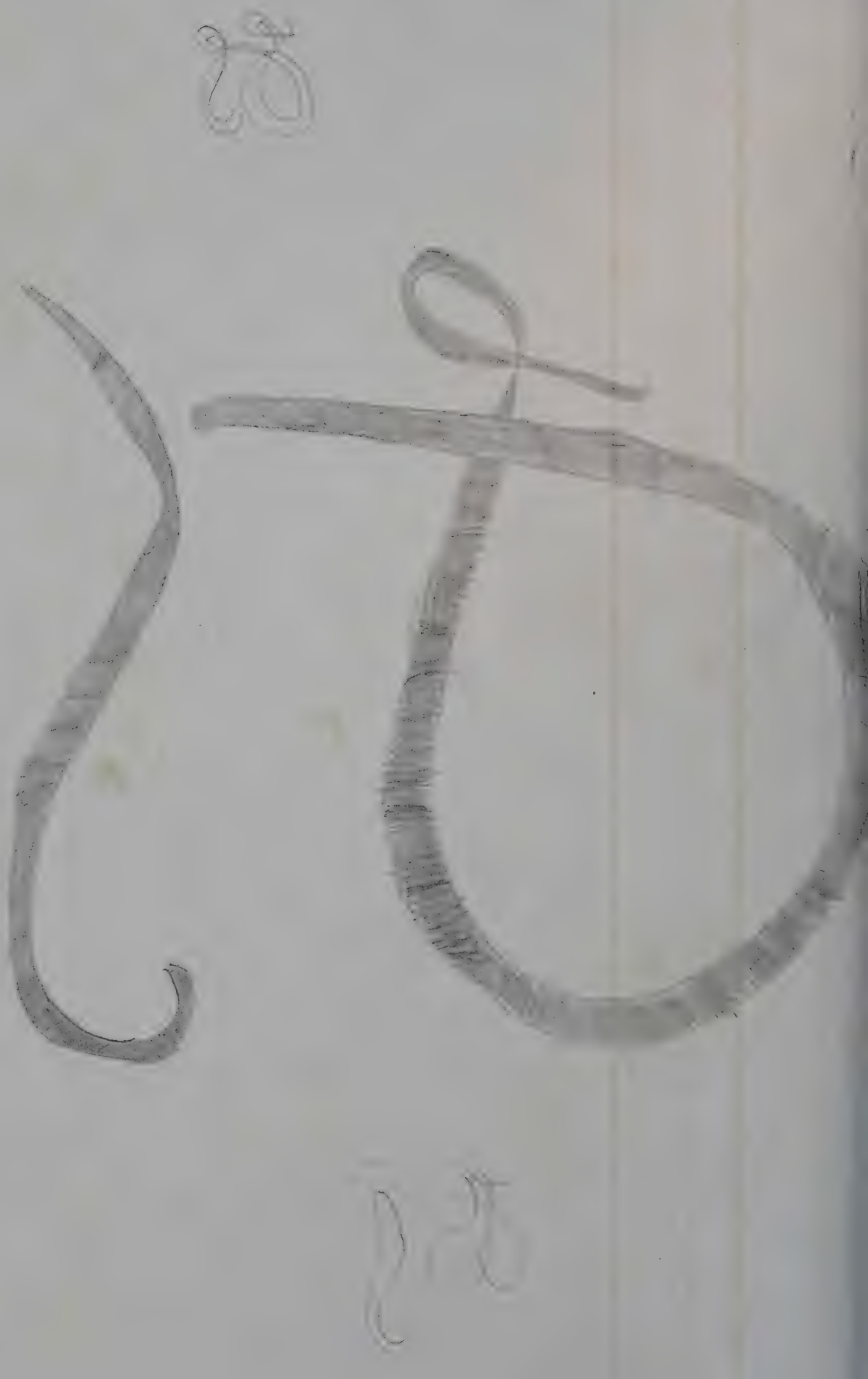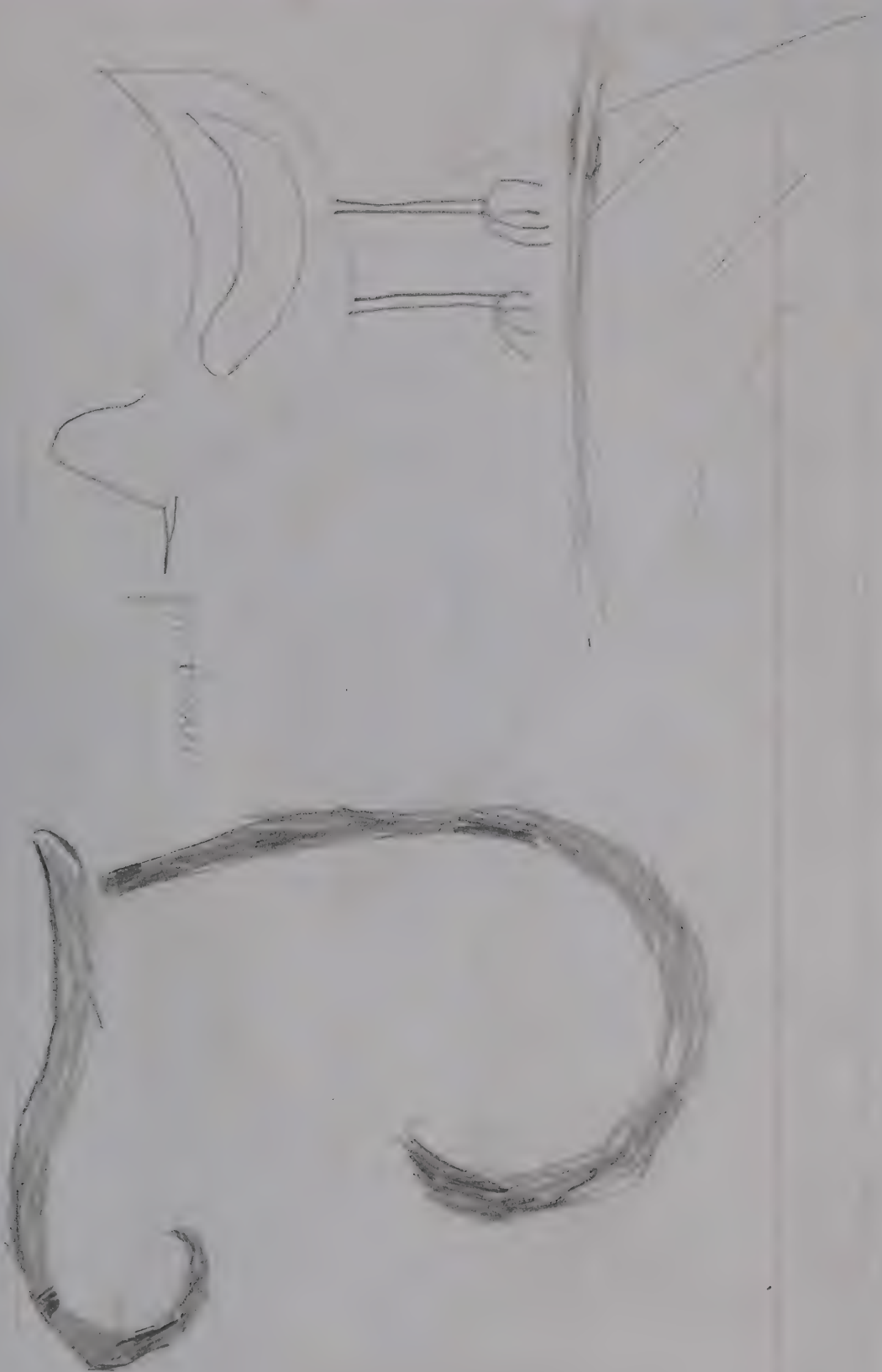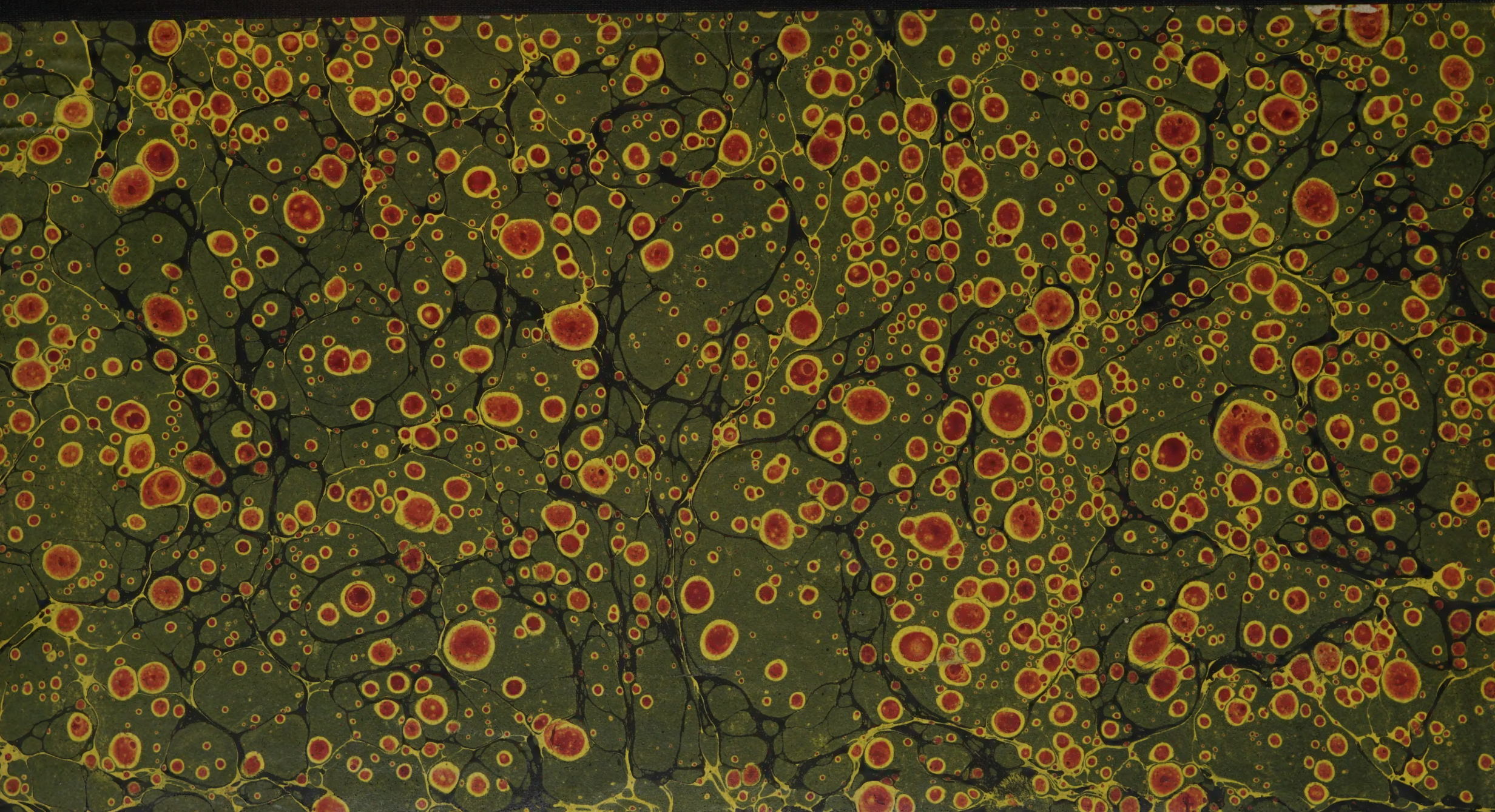
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